

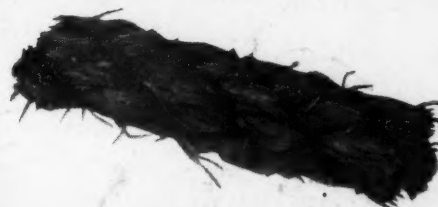
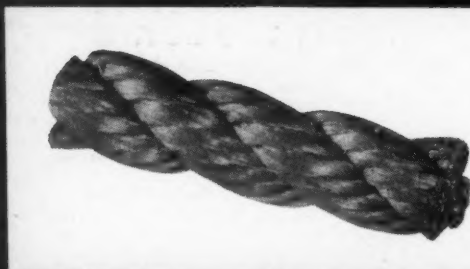
# NATIONAL FISHERMAN

NOVEMBER  
1955

Formerly **ATLANTIC FISHERMAN**

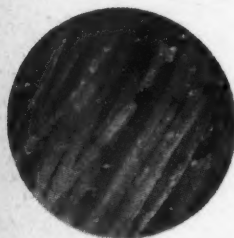
## Longer, Stronger Life for Columbian Manila Rope

You get **THIS** : instead of **THIS**



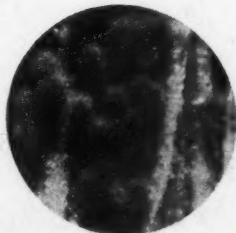
with Columbian's Amazing Anti-Rot Treatment... even after years of use!

### Laboratory Tests Prove Power of Special Columbian Treatment



Microphoto of treated Manila fibres after 2-week incubation with green mold spores. Only original spores applied for test are present.

Microphoto of untreated fibres after same 2-week test shows jungle of spores whose "roots" feed on fibre, leaving it rotted, useless.



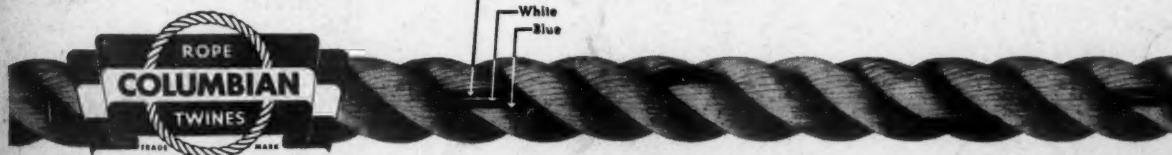
- For tough, resilient strength... the very best Manila fibres.
- For internal mechanical friction... thorough, lasting lubrication.
- And now... for protection against decay-producing moisture... the new Columbian Anti-Rot Treatment that stops mold, mildew, fungi and decay bacteria cold!

Thousands of laboratory experiments tested the Columbian Anti-Rot Treatment for effectiveness against all types of cellulose-attacking organisms found in soil, air, fresh and salt water.

Ten years of actual-usage reports from all parts of the world prove that effectiveness.


Every foot of Columbian Manila Rope is adequately protected against decay for *YOUR* climate, *YOUR* uses, *YOUR* methods of handling!

**COLUMBIAN ROPE COMPANY, Auburn, "The Cordage City", N.Y.**  
THE ROPE WITH THE RED, WHITE AND BLUE MARKERS



Boston Office and Warehouse

38 Commercial Wharf



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—bring in the biggest catches possible...with the netting that **HOLDS** the fish—Ederer.

### **TO SAVE MONEY**

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**ORDER EDERER NETTING  
NEXT TIME YOU BUY.**

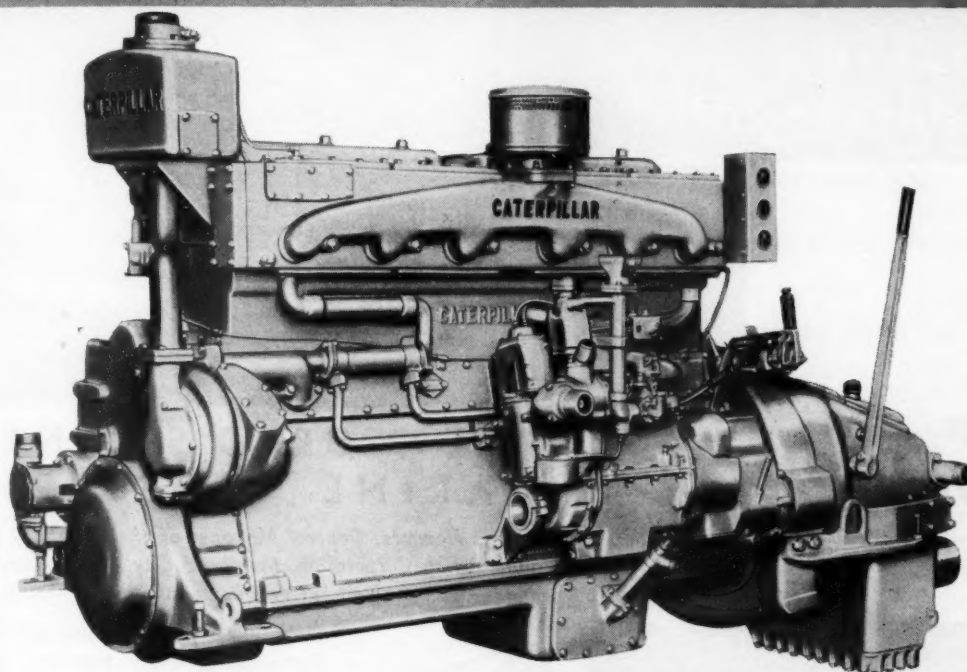
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**A GOOD ONE GOES... BUT A BETTER ONE TAKES ITS PLACE!**



## ANNOUNCING THE NEW CATERPILLAR D342 MARINE DIESEL ENGINE... successor to the famous D13000!

H. O. Penn Machinery Co. is proud to announce the Caterpillar D342 Marine Diesel Engine... successor to the famous D13000. The new D342 has incorporated many of the time-proven... profit-proven features of the D13000... but offers more horsepower, a cleaner design, a larger capacity water pump and many other new advancements... all in a more compact space.

As in the D13000, Caterpillar has designed this engine to use many of the same standard parts as her  $5\frac{3}{4}$ " bore Cat engines. It means you need

only a minimum inventory of parts.

The new Cat D342 is available with your choice of three starting systems: air, direct electric and a more powerful gasoline engine.

Like all Cat-built engines, the new D342 is equipped with the exclusive small-appetite fuel injection system. Each injection valve is a capsule that permits easy, inexpensive replacement. Large, single orifice and precombustion chamber also permit foul-free operation on low-cost, non-premium fuel. Full-flow filtering is assured with new paper-type element.

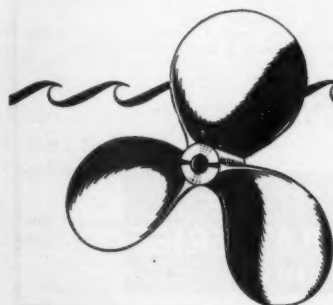
### D342 BRIEF SPECIFICATIONS

Six-cylinder, four-cycle, valve-in-head	
Continuous HP	150
Bore and stroke	$5\frac{3}{4}$ " x 8"
Piston displacement, cu. in.	1246
RPM	1225

H. O. Penn Machinery Co. marine power specialists will be glad to show you the new Cat D342 Marine Diesel Engine... glad to show you the many extra values built into this engine or any other Cat-built Marine Engine. Call us for the engine that matches your needs.

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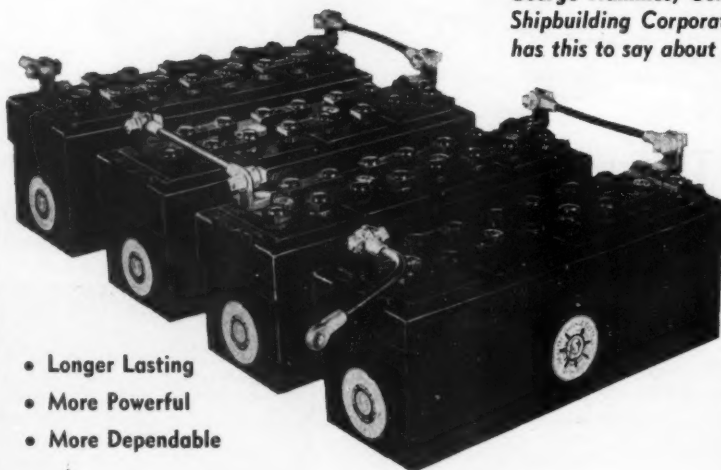
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endorsement!**



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**THE WORLD'S FINEST  
MARINE BATTERIES**

*George Hammes, General Manager of the Morehead City Shipbuilding Corporation, Morehead City, North Carolina, has this to say about Surrette Batteries:*



- Longer Lasting
- More Powerful
- More Dependable

"We have installed Surrette Marine Batteries in every Hatteras Trawler built by the Morehead City Shipbuilding Corporation. That fact is a double endorsement of Surrette. It not only means that we at the shipyard are highly pleased with Surrette's performance; but also it means that the fishermen who buy our boats like them—because we give our customers considerable choice in the matter of equipment installed. When both the builder and buyer choose a product, it must be good. Surrette Marine Batteries definitely are."

**Surrette Marine Batteries can be obtained from the following:**

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**Surrette** **MARINE BATTERIES**  
JEFFERSON AVENUE SALEM, MASSACHUSETTS



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Accepted as Controlled Circulation publication at Manchester, N. H.

# NATIONAL FISHERMAN

Formerly ATLANTIC FISHERMAN

Serving the Commercial Fishing Industry of the United States

## Industry Needs Technically Trained Men

The recent annual meeting of the Gulf States Marine Fisheries Commission discussed proposed legislation concerning Federal aid in student fisheries education.

Vocational and academic training in the commercial fisheries has received growing attention and action in several fishery producing nations. Educational courses for fishermen have been inaugurated recently in Newfoundland and the Netherlands.

In Norway the development of schools to furnish vocational training for fishermen was started after Norway's liberation at the end of World War II. Since then, the increasing economic importance of the country's fisheries, coupled with the introduction of complicated gear and electronic devices, such as purse-seines and sonar, has made it necessary to build more schools.

Norway now has five State-operated vocational training schools for fishermen, which provide intensive courses, lasting from 5 to 10 months. They have 240 students, of whom 120 take the head fisherman course, 60 the motor tender course, and 60 the cooking course.

Writing in the Oslo newspaper *Aftenposten*, Dr. Trygve Braarud observes in part: "To conduct profitable fisheries is today a question of technical know-how. That requires knowledge of fishing vessels and their motors, radiotelephony and other electronic devices, winches, purse-seines and trawls, as well as the mechanical aspects of fish transport. The education provided at Norway's five vocational training schools for fishermen is of direct use on the fishing banks. But, perhaps almost as important, is the introduction to the natural basis for our

fisheries. For the fishermen learn not only about motor tending, navigation and cooking, but also about marine plant life, the biology of the various fish species, fish migrations, and fluctuations in the supply of fish.

"Our scientists realize the importance of passing on trade information to the fishermen. Today, ocean researchers give frequent lectures in coastal towns and fishing ports. Many of these talks are accompanied by documentary films showing the latest scientific achievements."

Since 1940, Portugal has had a fish school system which includes elementary fishery schools, as well as a professional school that accommodates 100 boys. The ages of the boys in the professional school are from 16 to 18 years; after serving an apprentice course for one year, they are placed aboard a cod fishing schooner, either a hand line or trawler boat, which operates on the Grand Banks or off the coast of Greenland.

The Master of the cod fishing vessel must report with respect to the behavior of the students during a six-month period, and if they have promise an additional two years of fishing experience follows, after which they can qualify for a boat-swain's course. This leads to a Harbor Master Certificate or to a certificate as Master of a fishing vessel.

By continually relaying the latest research results to the working fishermen, vocational schools and other educational facilities will be able to stimulate further growth of the industry. This program requires close cooperation among trade organizations, government agencies and private institutions.

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Publisher and Editor

A. E. BROWN  
Managing Editor



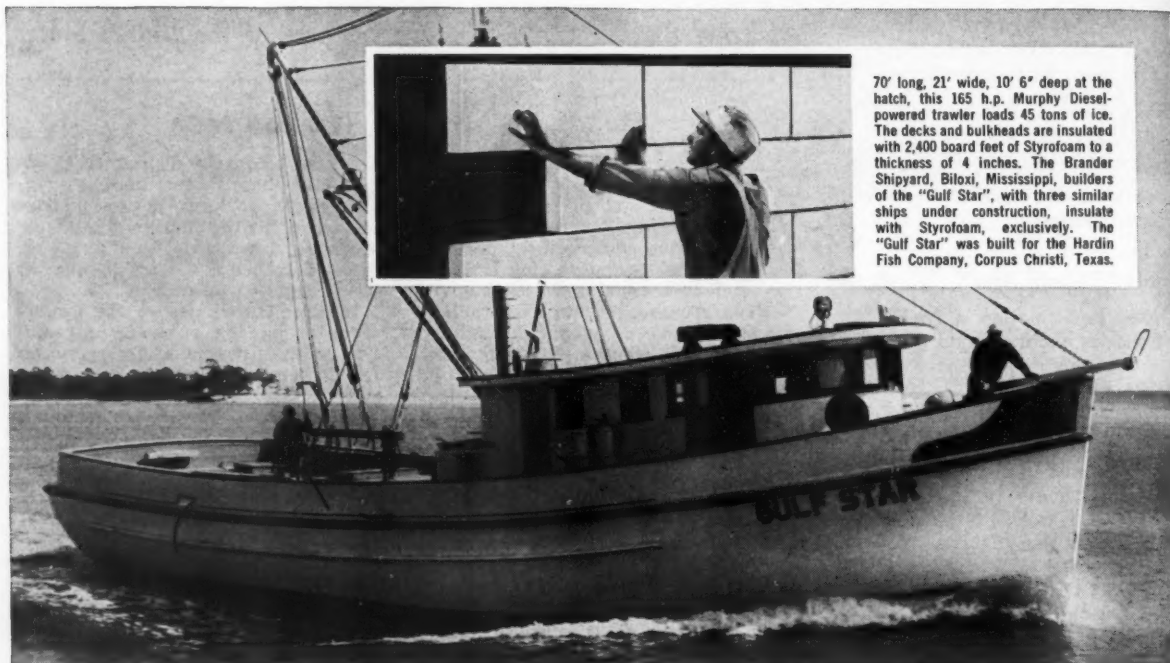
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Shrimp Trawler "GULF STAR", insulated with Styrofoam low-temperature rigid board insulation, consumes one-third less ice on 30-day trip

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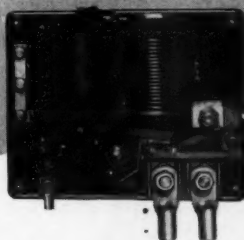
The builders and owners of profitable fishing fleets are fast becoming aware of the combination of ideal insulation characteristics provided by Styrofoam® low-temperature rigid board insulation. The principal advantages that account for the growing use of Styrofoam (Dow expanded polystyrene) for insulating are . . .

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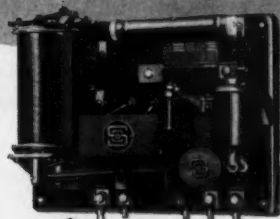
Whatever your marine insulation project may be, investigate Styrofoam low-temperature board insulation. Laboratory tests and actual case histories have proved it to be the most nearly perfect low-temperature board insulation yet developed. For your Styrofoam data booklet, write to THE DOW CHEMICAL COMPANY, Plastics Sales, Midland, Michigan, PL 5881

you can depend on DOW PLASTICS



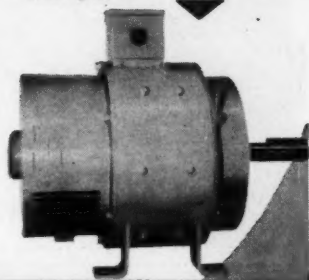


← The "Roy B. White," owned and operated by the B & O Railroad.



▲ "Safety" Generator Regulator.

"Safety" Generators from 5kw to 25kw capacity, variable and constant speed



## The Baltimore and Ohio Railroad Specifies "SAFETY" Marine Equipment...

Vessel shown above is one of four B & O tugboats completely "Safety" equipped by our New York Marine Agent, The Smith-Meeker Engineering Company. "Safety" electrical equipment aboard the "Roy B. White" features...

- 15kw, 115-140 volt variable speed Generator for a constant dependable source of power.
- Completely automatic S-20-EA Reverse Current Relay—eliminates manually operated switches ... prevents generator reversal.
- S-150-EA Generator Regulator to AUTOMATICALLY control voltage and current.
- A complete "Safety" installation provides boat owners with dependable service and low-cost maintenance for many years.

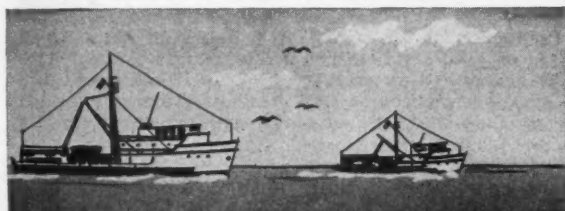
"Safety" Load Regulators and "Safety" Motor Alternators (from 300 watts to 7kw) are also available.

MARINE DIVISION P.O. BOX 904

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"SAFETY" MARINE PRODUCTS INCLUDE: Variable and Constant Speed Generators • Generator Regulators • Load Regulators • Reverse Current Relays • Motor Generators • Motor Alternators.



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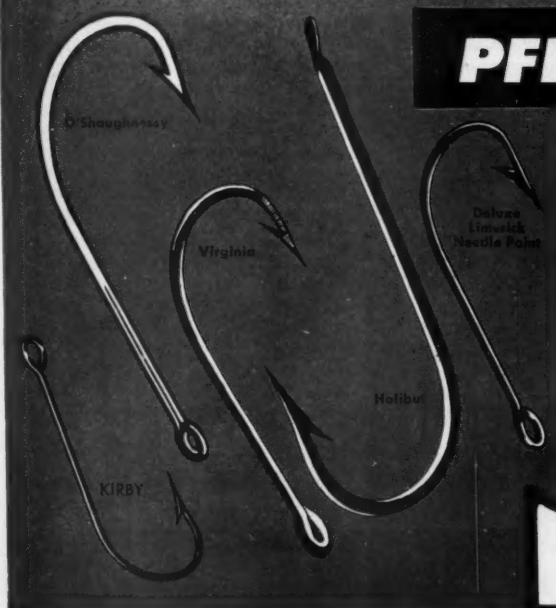
## PFLUEGER HOOKS

### Catch More Fish

Sharp points and strong steel of Pflueger hooks set easily, hold fish securely, make more money for fishermen.

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**PFLUEGER** A GREAT NAME IN TACKLE  
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# World's greatest marine-engine value!

## CHRIS-CRAFT 60 h.p.

### Marine Engine

**\$685**

(c.o.b. Algonac, Mich.)



#### SPECIFICATIONS

Cylinders.....	4
Bore.....	3 3/4 inches
Stroke.....	4 inches
Piston displacement.....	132.7 cubic inches
Compression ratio.....	7.50:1
Horsepower.....	60 at 3200 revolutions per minute
Length.....	31 1/2 inches
Weight (without oil and water).....	456 pounds
Standard coupling bore.....	1 inch

#### FEATURES

Chris-Craft's compact 60 h.p. Marine Engine includes many outstanding features found heretofore only in far costlier engines: safety-type, non-drip carburetor; full ignition equipment specially designed for marine service; heavy-duty, custom-built pistons, heat treated for marine use; custom-built, marine-type crankshaft, precision balanced, of Tocco-hardened steel; positive-type oil seals; full-length water jackets; and it is completely salt-water equipped.

#### CITY ENGINEER PRAISES ENGINE

The power-packed 60 h.p. Chris-Craft is ideal for fishing craft, kit boats, small runabouts, utilities and cruisers. As Hollywood, Florida's City Engineer, G. A. Gieseke, says: "A controlling factor in building and powering our Harbor Patrol Boat was to derive the greatest value and utility possible . . . a Model A, 60 h.p. Chris-Craft Marine Engine was selected for power . . . I'm convinced that we couldn't have picked a better marine engine than a Chris-Craft."

**You can** depend on Chris-Craft for power, smooth performance and long service. For data on Model A and other Chris-Craft Marine Engines, 95 through 200 h.p., see your Chris-Craft Dealer, or mail coupon, **today**. Buy NOW!

(Prices, specifications and equipment subject to change without notice.)

#### CHRIS-CRAFT CORPORATION

Marine Engine Division, Algonac, Mich.

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**WORLD'S LARGEST BUILDERS OF MOTOR BOATS**

## FISHERY PROGRESS

Economic • Legislative • Technical

Generally steady markets and firm prices have been predicted for fishery products during fourth quarter of 1955. Fishing industry started quarter by promoting its products with theme of "Join the Fish Parade", during National Fish Week, October 3-8, and also observed National Tuna Week, November 3-12.

Cold storage holdings of fresh-water fish in both United States and Canada are at their seasonal peak this quarter. Fresh-water species expected to be in good supply are lake herring, sauger, sucker, yellow perch, and yellow pike. Lake trout and whitefish from Lakes Michigan and Superior will find ready markets with firm prices.

Several kinds of highly desirable shellfish are expected to be abundant this quarter, including oysters, shrimp, hard clams, Pacific Coast dungeness crabs in December, and Atlantic and Gulf Coast blue crabs in October and November.

There was a very short canned pack for most species of salmon, so active demand is anticipated in fourth quarter. Canned tuna production has been slowed by cannery labor disputes, but inventories were still high in October. Maine sardine pack is lowest since 1938, so prices will increase. Cannery labor dispute and marketing difficulties will keep Pacific sardine pack short.

Maximum shrimp production is anticipated in Gulf area, and prices are expected to decline moderately. The main oyster production season occurs this quarter, and the greatest problem will be supplying demand. Prices will be firm.

Markets will be steady for cod, haddock and ocean perch, since cold storage holdings are moderate for each. Prices will increase slightly, but firm up toward end of quarter.

Production of fish sticks for first half of 1955 is well ahead of 1954. Cold storage holdings of blocks and slabs have maintained an average of nearly 12 million pounds the first six months of 1955. Cold weather is expected to stimulate sales and create a steady market for fish sticks.

**Japanese canned tuna is not dumped** on U.S. market at unfair prices, according to U. S. Treasury Department. The Treasury undertook a study of the matter because of complaints by United States packers and producers of tuna that Japanese tuna exporters were selling their products at prices below those charged in their own country.

The Treasury Department said the investigation showed that "such merchandise is not being, and is not likely to be, sold at less than fair value." This ruling by Treasury prevents the matter from going to U. S. Tariff Commission for consideration of injury to domestic industry under provisions of anti-dumping act.

**Fish stick production** during third quarter of 1955 amounted to 14.9 million pounds, according to Fish and Wildlife Service. Compared with 12.4 million-pound output during corresponding period of last year, this represents an increase of 19 percent. However, this year's third quarter fish stick production was 18 percent and 13 percent less than that of first and second quarters, respectively.

During first nine months of 1955, a total of 50.0 million pounds of fish sticks were produced. This consisted of 44.3 million pounds of cooked and 5.7 million pounds of uncooked fish sticks. In the same 1954 period, 34.6 million pounds of fish sticks were packed.

**Highly successful National Fish Week** was held October 3-8, and plans are under way for another Fish



Week in 1956. One of the most encouraging results of this year's promotion was that various regions set up their own Fish Weeks to take advantage of the National program. For instance, the Massachusetts fishing industry received a proclamation from Governor Herter, setting up Massachusetts Fish Week, and the Mayors of Cincinnati, Ohio, and Atlanta, Ga., proclaimed Fish Week in those cities to co-ordinate local activities with the over-all program.

**Increases in imports of frozen tuna** and canned crabmeat and declines in canned salmon, fish meal, and groundfish fillets, were most notable among trends observed in United States imports of fishery products during first eight months of 1955.

According to data compiled by Fish and Wildlife Service, imports of groundfish and ocean perch fillets from Iceland showed a particularly sharp drop. In first eight months of 1955, fillet imports from Iceland totalled 13,734,000 pounds, compared with 30,243,000 pounds in similar period of previous year. However, imports of fillets from Canada showed a gain of 12,168,000 pounds.

Increased quantities of frozen tuna totalling 18,798,000 pounds greater than in 1954 period, came largely from Japan and Peru. Fish meal imports were substantially below those of previous year due principally to smaller receipts from Norway, Angola and Peru. Canned salmon imports, largely from Canada, were 83 percent below those of year earlier.

Among the exports, canned sardines and canned salmon showed large gains over same eight months of 1954. Fish oil exports, however, were about 24 percent less than a year ago.

**Cold storage holdings of fish and shellfish** on October 1 were 184,329,000 pounds, almost identical to holdings on September 1, and nearly 19 million pounds less than holdings on October 1 in 1954. Lower stocks of cod, haddock, ocean perch, halibut, salmon and shrimp account for most of decrease. Holdings of whiting were up, totalling 16,703,000 pounds, compared to 11,976,000 pounds on same date in 1954.

Pacific Coast halibut and salmon catches were considerably below those anticipated in Spring of this year. However, sufficient supplies of halibut are available at reasonable prices, even though amount of halibut caught was 10 million pounds less than that of 1954. Cold storage holdings of shrimp on October 1 were 18,417,000 pounds, as compared to 25,117,000 pounds a year ago.

**Groundfish industry has withdrawn petition** to Tariff Commission, in which aid was sought in curbing imports of frozen groundfish fillets, used mainly in fish stick production. White House already is making study of situation, and New England fishing interests apparently withdrew their application to avoid duplication of effort.

Previous request by groundfish industry for tariff aid was turned down on theory that increasing consumption of fish sticks would utilize larger imports. However, domestic fishermen contend that fish stick production now has leveled off. Furthermore, they claim that in many cases, fish sticks merely serve as substitute for frozen fillets.

**New fishing ground for ocean perch** has been discovered by German trawler skippers between Iceland and Greenland, about 160 miles off Icelandic coast. As a result, they have been landing phenomenal catches of ocean perch at Grimsby during last few weeks. One vessel caught between 490,000 and 590,000 pounds of fish in five days.

Agents for bulk of German trawlers landing at Grimsby commented: "That particular ground was discovered by Germans and catches, exclusively of reds, certainly have been very heavy from it. That part of the sea is usually icebound at this time of the year, but it is still free from ice. There seems to be no limit to its prospects providing the ice keeps off."

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at Practical Cost!



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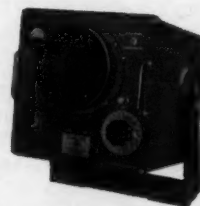
### You Want These Superior EDO Features

- Only 28 tubes including cathode ray tube and rectifiers. Means far simpler servicing.
- Single, compact, light-weight, self-contained unit.
- Lower power consumption: 200 watts, 115 volts @ 60 cycles.
- The unit can be mounted on table, overhead or bulkhead.
- Large direct-reading dials especially illuminated for night use. Recessed CRT requires no hood.
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Send for the new brochure on the Edo  
Model 262 Loran

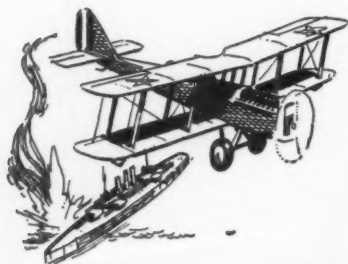
### Find FISH FASTER with EDO FISHSOPE!

*Finest electronic fish finder available. EDO FISHSOPE locates schooled fish on cathode ray tube, multiplies view 20 to 40 times. Don't be satisfied with less than the best. Increased hauls prove FISHSOPE's superiority. Write for brochure.*



**Edo CORPORATION**  
College Point, L.I., N. Y. SINCE 1925

## Mr. Daniels was willing to be bombed



ADMIRALS smiled when, in 1921, he claimed air power could sink battleships. Josephus Daniels, the Navy secretary, said he was "prepared to stand bareheaded on the deck of a battleship and let General Mitchell take a crack at me with bombing airplane."

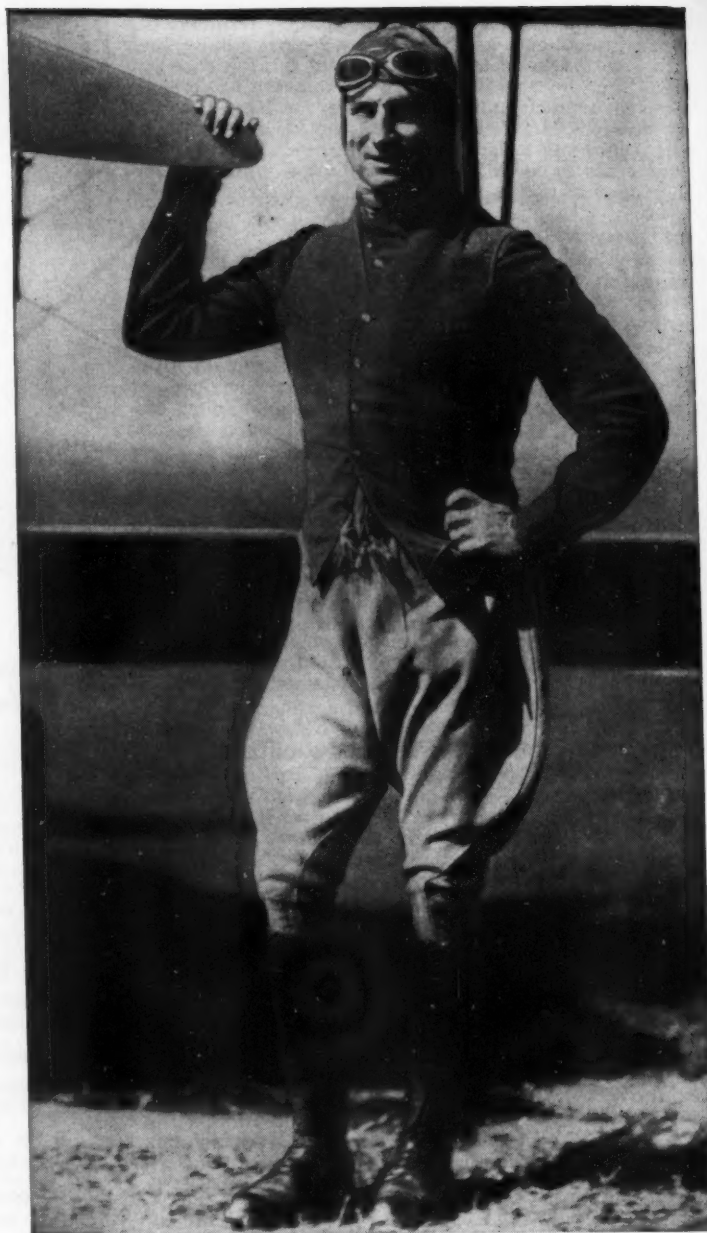
But in an actual test, the most heavily armored dreadnaught ever built sank in minutes under the sledge-hammer blows of the world's first 1-ton bombs—bombs built to Billy Mitchell's order.

Mitchell was used to disbelief. In World War I, Pershing called his idea for dropping infantry by parachute absurd. "Experts" laughed when he talked of putting cannon in planes, scoffed when he predicted air speeds way in excess of 200 miles.

In his early fight for a strong air force, Mitchell saw very dark days. Yet he never lost faith in the American people, nor they in him. For they recognized his clear foresight and great fighting heart as part of the real American spirit.

It is this courageous spirit that makes America strong—so strong, in fact, that our country's Savings Bonds are regarded as one of the finest, safest investments in all the world.

Why not take advantage of that strength? Use United States Savings Bonds to guard your future, and your country's future. Invest in them regularly—and hold onto them.



It's actually easy to save money—when you buy United States Series E Savings Bonds through the automatic Payroll Savings Plan where you work! You just sign an application at your pay office; after that your saving is done *for* you. And the Bonds you receive will pay you interest at the rate of 3% per year, compounded semiannually, for as long as 19 years and 8 months if you wish! Sign up today! Or, if you're self-employed, invest in Bonds regularly where you bank.

## *Safe as America—U.S. Savings Bonds*

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## YOUR WICKWIRE ROPE DISTRIBUTOR SAVES YOU DOWN TIME

When the lack of the proper wire rope halts your production or your operations, thank your lucky stars that your helpful Wickwire distributor is only a quick phone call away. It's a wonderful feeling...to know you'll be getting exactly what you need from his warehouse stocks in only a few hours time.

Now contrast that with the cost in time, money and inconvenience of emergency shipments direct from a distant manufacturer.

In addition to saving on down time, your Wickwire distributor effects further economies by recommending the wire rope that will give you the longest service life, by minimizing your bookkeeping, inventory maintenance and transportation costs. He keeps your reserve stocks for you so that you don't tie up capital in stand-by materials, warehouse space and unnecessary stock insurance and handling.

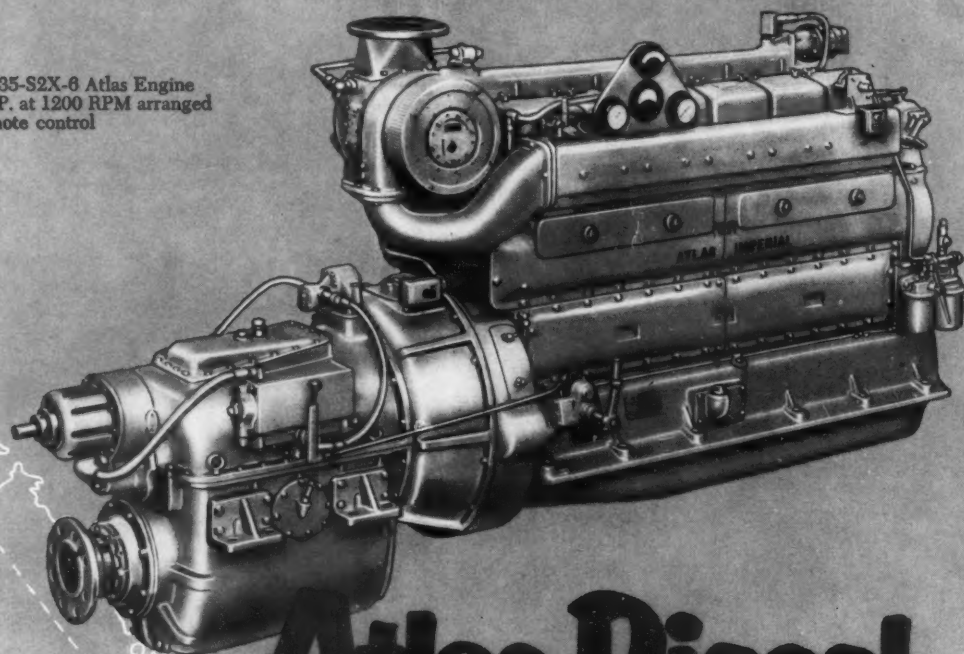
Your Wickwire Rope distributor is a good man to know. He's quality people handling quality products. Buy your wire rope and slings from him. You'll find that the many valuable services he offers far outweigh any apparent price advantage you might gain by buying direct.



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Model 35-S2X-6 Atlas Engine  
300 H.P. at 1200 RPM arranged  
for remote control



FISHERIES

KETCHIKAN



# Atlas Diesel

**saves 1000 gallons of fuel  
on first fishing trip**

EVERETT

The 80-foot combination halibut-boat, seiner, and salmon packer, "Martindale". Captain Birger Petersen ran his newly-installed Atlas Diesel Engine for 21 days continuously . . . from Ketchikan, Alaska out to the fishing banks and back to Everett, Washington.

The 300 H.P. Model 35 Atlas Diesel Engine installed in the "Martindale", cut fuel costs 25% by using 1000 gallons less fuel than in previous trips with another engine of 210 H.P. Captain Birger Petersen has proved again, beyond a doubt, that the dependable, long-life, low-cost operation and continual peak performance of Atlas Diesels is the key to greater profits in the fishing industry.

Captain Petersen proved this by subjecting the Atlas Diesel to a grueling initial fishing trip . . . one that included three weeks of continual operation and hauling gear for five days on the banks in the roughest of

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This is another example of how profit-minded fishermen are confidently repowering with Atlas or Superior Diesels for longer service life, smoother performance, lower maintenance, and lower fuel and lubrication costs. For every marine use requiring from 95 to 2000 B.H.P., there's an Atlas or Superior Diesel that will give you these benefits. Get complete details at your nearest sales and service office listed below.



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# FAO Seeks to Increase World Fish Catch

*Organization strives for wise utilization of resources through International co-operation, with emphasis on greater mechanization*

THE Food and Agriculture Organization and its Fisheries Division are this year celebrating the tenth anniversary of their founding. Looking back on the situation 10 years ago, Dr. D. B. Finn, Director of the Fisheries Division, said: "The world fisheries were in the stage agriculture was in about 1,000 years ago—we hunted wild stocks and depended on the bounty of nature. We reaped but we didn't sow; we practiced no husbandry. We had developed competitive fishing of stocks which had no owners."

This was the condition of the fisheries as Dr. Finn, and the team of experts working under his direction, saw it at the start of the Food and Agriculture Organization (FAO). At the same time they saw the possibilities ahead for the development, conservation and orderly exploitation of world fisheries through International agreement and co-operation.

"Before FAO came into being there was no organization to bring world fishery problems before Governments," Dr. Finn commented. "FAO provided the first instance of man forming an organization to think about world fisheries as such, with the object of bringing about wise development of fisheries generally."

"At the present time," he continued, "world production of fish, crustaceans and mollusks is about 27,000,000 metric tons a year, which is about 5,000,000 tons more than was landed annually before the war. Fishery biologists and other experts believe that we probably can double that production if we conserve, develop, husband and generally co-operate Internationally in the management of world fisheries."

"This envisages far-reaching changes and development of the fishing industries of the world, particularly in those countries with under-developed fisheries. There we need to introduce mechanization of boats, improved gear and equipment, teach the fishermen better techniques, help to organize distribution, transport, storage, processing, marketing, etc. The task is of enormous proportions, and may take a generation or more before we shall see satisfactory results."

## Regional Fisheries Councils

As part of the effort to promote International co-operation, FAO has fostered the establishment of Regional Fisheries Councils, in which nations work together on the development of fisheries in their region. As a result there is now the Indo-Pacific Fisheries Council, of which Burma, Ceylon, Hong Kong, India, Indonesia, Japan, Malaya, Pakistan, Philippines, Singapore and Thailand are members, and the General Fisheries Council for the Mediterranean, of which Egypt, France, Greece, Israel, Italy, Monaco, Spain, Tunisia, Turkey, United Kingdom and Yugoslavia are members. Plans are in hand for forming a third Council which would be open to all the countries in South and Central America and those on the Caribbean Sea.

There are now 71 Member Governments of FAO, many of them administering territories where the fishing indus-



Dr. D. B. Finn, Director of the Fisheries Division of FAO (Food and Agriculture Organization of the United Nations).

try and the fisheries are under-developed. These countries are in need of practical assistance, and it was chiefly to aid them that the Expanded Technical Assistance Program was introduced by FAO in 1950.

"For instance," Dr. Finn said, "we have done a lot of practical work on fishing boats in Pakistan, India, Ceylon, various Latin American countries and elsewhere. We have sent Naval Architects to investigate the situation on the spot to see which boats can be mechanized, which need to be modified and where we can introduce new designs."

"Our Naval Architect who is working in India has designed a boat for operating from the beach of surf-beaten coasts. It promises to be very successful. If it is, then it will revolutionize fishing in that area and elsewhere, where conditions are similar, and replace the thousands of primitive catamarans—which are no more than a few logs tied together—that are now in general use."

"We have introduced mechanization in various countries, in Ceylon, for example, where there were no mechanized small fishing boats until our expert went there. Now there are a number, and the fishermen are eager for more. The same sort of thing is happening in Bombay, where several hundred have been mechanized. But that is only a start as there are more than 6,000 fishing boats of 3 to 10 tons along the Bombay coast."

The FAO Fisheries Division is concerned with increasing fish production in fresh and brackish water as well as in salt water. A good deal of work has been done in a number of countries on developing fish culture in ponds, lakes, rivers and other closed or natural waters. An outstanding example is that of Haiti where, in the course of the past few years, FAO experts have established a fresh water fish industry where none existed before.

## Fisheries Training Centers

One of FAO's most interesting and rewarding activities, according to Dr. Finn, "is organizing and running training centers. We've organized several—a Fish Culture Seminar in Indonesia, a Fishery Statistics Training Center in Thailand, an International Fish Marketing Training Center in Hong Kong, etc. The participants in these centers come from a number of different countries and, apart from the instruction they receive at the Center,

*(Continued on page 32)*

One of the boats used in beach seining operations in Ceylon, which are being studied by FAO with a view to introducing power winches for hauling the net back to the beach.



# San Pedro Honors Fishermen at Annual Fiesta

Some fifty boats from California port are blessed in impressive and colorful rites at Fishermen's Wharf

**A** QUARTER-MILLION persons observed the ninth and most successful Fishermen's Fiesta at San Pedro, Los Angeles Harbor, on October 1-2. The event honored the "men who go down to the sea in ships," with people from all the States of the Union joining residents of California in paying tribute to the courage and know-how of fishermen who have built an industry that ranks fourth in California.

The spirit of fiesta, mingled with that of prayer and symbolized in the blessing of the fleet—a custom that is nearly 1,000 years old—transformed the stretching, curving San Pedro harbor area of decorous mien to one of jubilant spirit and fun.

But behind the outward show of colorful boats, gay costumes, fish fries, native folk dancing and hospitality, there were serious discussions and careful planning by community leaders and representatives of the fishing and allied industries. Among officials attending the Fiesta was James Paul Mitchell, Secretary of Labor, as the representative of President Eisenhower, and Governor Goodwin J. Knight of California.

The night before the Parade of Boats, a meeting was held in the San Pedro Hacienda Hotel, at which time the problems of the fishing industry were presented and discussed with Secretary of Labor Mitchell. On the following day, Mitchell was the key speaker at Fishermen's Wharf, and promised that the problems of San Pedro and the fishing industry would get full attention.

Governor Knight, in his dockside speech, said: "I am vitally concerned with the situation of the fishing industry as the result of 'cheap imports'. I will recommend to the next Congress that a tariff or a quota be laid down against low cost foreign imports."

The theme of the San Pedro Fishermen's Fiesta is based on spiritual values, and the final day of this year's celebration

opened with a Solemn High Mass in the church of Mary Star of the Sea. Here many of the fishermen are parishioners, and the pastor, the Rt. Rev. Msgr. Scott, serves on the Fishermen's Fiesta Committee.

Following the Mass, members of the clergy, laymen, Bishop Joseph Thomas McGucken of the Los Angeles diocese, the honor guard of the Knights of Columbus, and choir, journeyed to Fishermen's Wharf where the procession was reformed for the march to the platform. In the colorful vestments of the church, ranking officers of the Catholic hierarchy, flanked by members of the Marine Corps, Army and Navy, ascended the platform to start the official program.

The backdrop for the impressive dockside ceremonies consisted of fishing boats, decorated in gala colors, and vying for prizes, as well as playing host to dignitaries and public alike. Each fishing vessel, as it passed the stand, was blessed individually, and the seiner *Midnight Sun*, bearing Skipperette Amelia Nizetich, and her mates, Deanna Trutanich and Doris Spanje, pulled away from the dock and headed for the open harbor. As the *Midnight Sun* moved away from the dock little flower girls dropped flowers into the water in memory of those fishermen who had lost their lives at sea.

Each of the some 50 boats fell into line and proceeded from the dock to a point designated by the Coast Guard, then to the Turning Basin; then they went past the slip opposite Long Beach Harbor, circled the inland harbor twice and returned to the wharf. Following the parade and review by the judges, winners in the three divisions were announced.

The purse seiner *Sea Hawk*, with Capt. Angelo Falcone, was decorated in the theme "Toyland", and took first prize as the best decorated boat and the sweepstakes prize of \$1,000. In the commercially-sponsored craft class, the *Claremont*, commanded by Capt. John Evich, won first prize. The winner of the non-commercially sponsored class was the *St. George II*, with Capt. Anthony Pisano aboard.

Other prize-winning boats in the non-sponsored division, with their skippers, were: *Gigi*, \$500, decorated as "Jack in the Box", Capt. Frank Cosetti; *Endeavor*, \$300, "Paper Doll Land", Capt. Sam Randazzo; *Western Explorer*, \$200, "Lost Toys on Parade", Capt. Frank Manaka; *J. A. Russo*, \$100, "Toyland Express", Capt. Filip Rugnetta.



Participants in the ninth annual Fishermen's Fiesta at San Pedro, Calif., included these six daughters of fishermen. From bottom up: Genevieve Bruno, Amelia Nizetich, Toni Lubetich, Doris Spanje, Mary Jean Vukob, and Barbara Padovan.



"Stacking" sardine nets on Nick Mardesich's purse seiner "New Home II" at Fishermen's Wharf, San Pedro, Calif., prior to annual Fishermen's Fiesta and beginning of the sardine fishing season.

# Outboards Play Useful Role in Fishing Industry

*Millions of pounds of fish are hauled in each year by small boats powered with these motors, which have been greatly refined over the years*

**I**N an era of increasing mechanization, it's about time that somebody gave the outboard motor an approving pat on the hood for its contributions to commercial fishing. The work that this muscular midget does for the fishing industry has gone almost unnoticed and largely unappreciated. Even the motor manufacturers don't know just how much to claim for their product. You won't find outboard power itemized in statistical tables of tonnage or horsepower or annual catch.

While large factoryships and palatial tuna clippers have been making news headlines, the humble "kicker" has continued to buzz busily through a lengthening list of chores involved in the commercial taking of fish. There is hardly a species with dollar value in either salt or fresh water that hasn't felt its effect.

The burden of work that the outboard has taken over from oar and sail is only part of the story. That much can be figured from fishing craft census counts: there were 3,000 fewer boats without engine power in 1950 than in 1940, though the American fishing fleet had grown almost one-third larger. Undoubtedly more of the outboard's gain merged with the big increase in the category of unregistered, 1-ton-or-less craft.

Somewhat more than 3,500,000 outboard motors have been manufactured and sold during the postwar period.



William Ingold, Jr. of the Smith and Ingold Fishing Camp, which sets shad nets each Spring on the New Jersey side of the Hudson River below the George Washington Bridge, is shown sorting shad for weighing. The catch is brought back by a Mercury outboard-powered craft to the central barge, where it is boxed and shipped by truck to Fulton Fish Market in New York.



Seines which have been laid from a Mercury outboard-powered boat trap fish in loop of net as winch brings in long end.

The untallied number that were purchased for the business of fishing brought to their users the benefits of improved design and utility that were engineered into the motors for the competitive recreation boating market.

## Invented Fifty Years Ago

When C. B. Waterman in 1905 filed a patent application for his invention of an outboard propulsion unit, he advertised it modestly in an outdoors magazine. Anglers found it a sufficiently worthwhile novelty to provide a market for 30,000 Watermans by 1914, when other manufacturers were advertising newer machines. The early outboards could have been tolerated only with an angler's patience. They were slow-running one-cylinder contrivances; an uncounterbalanced crankshaft and heavy cast-iron piston caused bad vibration; weak ignition from a battery or separate magneto made starts a matter of luck.

The more advanced makes in 1914 began offering the smoother performance of opposed twin cylinders, magneto built into the flywheel, and rope-pull starting instead of the flywheel-spinning knob that had won an evil reputation as a "knuckle-buster". In 1919, when production reached 12,000 outboard motors in one year, the war-developed use of aluminum began to make motors lighter, but they still ran slowly—1,000 rpm. was high—and they seldom produced as much as 4 hp.

Progress toward improving the outboard speeded up during the prosperous 1920's. In the year 1929, output reached a peak of 59,200 motors, and some of them were four-cylinder 35 hp. jobs. Competition for speed, as in horse racing, was destined to improve the breed during the next few years.

In the latter 1930's, the introduction of Alnico-magnetized ignition did much to end the troublesome matter of balky starting. Twin cylinders in parallel alignment, alternate-firing, became the preferred and efficient arrangement that is now practically standard. Ordinary motor speeds rose to 4,000 rpm., yielding a gratifying range of horsepower. By 1941, before World War II cut off output except for special husky military models for landing barges and work craft, the manufacturers were making outboard motors at the rate of 170,000 annually.

Some prewar motors are still giving service in the fishing industry today. Battered and weather-beaten, they turn up occasionally in repair shops for overhaul. Then they go back on the skiffs of rugged individualists who see no reason for making a trade-in while the old kicker keeps bringing in fish.

(Continued on next page)





Howard Kimmerle (rear) of Compton, Calif., inventor of pump which does away with laborious hand bailing of sardines on purse seiners, and Capt. John Stanovich of the San Pedro seiner "Golden West", which has been equipped with one of the pumps.

## New Pump Sucks Sardines from California Purse Seines Without Damaging Fish

**H**OWARD Kimmerle of Compton, California, has perfected a suction pump that he claims will eliminate hand bailing of sardines from purse nets. He says that his device, which is being tested by the San Pedro purse seiner *Golden West*, skippered by Capt. John Stanovich, will not damage the fish. Another San Pedro purse seiner, the *Western Explorer*, also is to make use of the pump.

Actually the new pump is a more efficient and compact version of the unloading pumps that have been used during the past several years by Terminal Island canneries. Until now, however, the pumps have been too bulky for satisfactory use on a fishing boat.

### Weight of Pump Has Been Reduced

The new suction pump is 32" in diameter and stands about four feet high. It weighs 700 pounds, as compared to 3000 pounds for the pumps installed at the fish plants. Kimmerle says he has cut upkeep costs with his new design, and worked the pump's price down from \$9000 to \$5000 each.

He explained that the pump works by sucking two tons of water and sardines out of the ocean every minute, rushing the mixture through an 8" rubber hose, through automatic valves in the pump, and through another length of hose into the boat's hold for storage. By adding horsepower to the pump, it can be made to pump up to seven-and-a-half tons a minute, according to Kimmerle.

The 70-year-old inventor produced his first fish pump six years ago. They are now in use by canneries in San Pedro and Santa Barbara, Calif., as well as in Texas, Louisiana, Mississippi, South America and Africa, for the unloading of not only sardines, but also mackerel, anchovies, and shrimp.

(Continued from previous page)

Outboards, old and new, each year help haul in millions of pounds of seafood, fished directly from small boats with nets, lines, dredges, pots, and tongs. They do draft-horse work and transport men and equipment for larger fishing operations that yield many more millions of pounds of fish.

The salmon industry of Alaska is perhaps the prime example of the productive use of outboards. An estimated 40% of the canneries' supply of fish comes from the gill netters and set netters, whose gear is spaced along hundreds of miles of beaches. Strong tides and distance between nets are too much for rowing, and wind and water conditions sometimes make heavy inboard boats impractical for laying alongside the nets while picking up fish.

Outboard skiffs gather the salmon at the nets and deliver loads to the cannery tender vessel, which may have to stand off half a mile or more from the nets in deep water. In other localities, skiffs may deliver their loads at receiving stations. Big king and silver salmon are taken in appreciable quantities at some places in Alaska by fishermen trolling from outboard boats.

Operators of Diesel-powered seine boats, contending with the problem of decreasing runs of fish, have learned that it pays to speed up work with the net by hanging an outboard motor on their skiffs. Lonely salmon trap watchmen find that the outboard motor provided for them helps when they clean and repair the trap.

### Outboard Boats Used to Haul Tuna Bait Nets

Other Pacific Coast species besides salmon yield important and valuable catches with outboard aid. A sizable portion of the tuna catch in large vessels is made possible

through the use of outboards to haul bait nets. Rock cod, flounder, halibut and albacore often are fished by small shore-based boats using hand and set lines.

Along the Atlantic Coast, outboards bring in a variety of shellfish: lobsters, blue and stone crabs, clams, oysters, and practically all of the take of bay scallops. Outboards do almost all of the harvesting of the Spring shad run.

Fresh-water fish in the Great Lakes and other Middle West waters, including lake trout, whitefish, pike, perch, and channel catfish in rivers, are netted and taken on lines to a great extent with outboard boats.

Recognition of the outboard's place in commercial fishing was made recently with the building of a work boat, designed specifically for outboard power, by Bryant Marine, Seattle, Wash. It is 26' long and 8' in beam, mostly open cockpit with only a small house in the bow for shelter from weather. A 25 hp. outboard motor in a well inside the boat drives it at 16 mph., without load.

Today's outboard motor has reached a level of development where reliability is taken for granted. Refinements of design and precision machining of parts are reflected in the climb of horsepower ratings. Three-and-a-half and 5 hp. used to be regarded as ample; now almost equally compact models turn up 10 to 16 hp.; there are robust 25's, and this year a four-cylinder job appeared which packs 40 plus hp. Helpful features added during the postwar period include gear shifts which provide forward, neutral, and reverse; and, for the larger motors, hose-connected separate gas tanks that hold a long-running fuel supply.

Economy, speed, light weight, ease of maintenance and repair have been advantages of the outboard motor in the past, and they seem certain to make it an even more useful tool for the fishing industry in the future.





The trawler "Uncle Buddy" (left), owned by Yonge and Webster of Morgan City, La., is one of the vessels in the fleet of the Twin City Fishermen's Co-operative Association. Shown on her deck, from left to right, are: E. J. Daigle, crew member; and Capt. J. H. Webster. Boats at right, both members of the Co-op fleet, are "Silver Slipper", owned by Allen & Orfanello, and the "Luxury Liner," Chris Dobard, both of Morgan City.

## Twin City Co-op Has Shown Rapid Growth

**Shrimp trawler fleet operating out of organization's  
Louisiana and Texas plants now totals over fifty boats**

SOME 39 owners with 52 shrimp trawlers are members of the Twin City Fishermen's Co-operative Association, with plants at Morgan City, La., and Port Isabel, Texas. Ten years ago this successful venture was but a dream, when three shrimp trawler owners with two trawlers between them began to pool their resources, ideas and determination. These founders were T. B. Mock, the late Harvey S. Lewis, and Alvah T. Galloway, who is now secretary-treasurer of the Co-operative.

A Board of Directors composed of members aids the current president, John W. Lewis, guide the affairs of the Co-op. Mr. Lewis is also general manager, and is in charge of the Morgan City plant, buying supplies and managing sales of the packed and frozen headless shrimp marketed by the Association.

In the past two years an average of more than 3 million pounds of shrimp a year has been packed by the two plants operated by the Co-op. The gross value of such production probably averaged almost two million dollars a year. Members receive the current price paid for raw shrimp at the dock, and also get a profit

on their shrimp after pro-rating the cost of packing, freezing, etc.

The shrimp trawlers in the Co-operative fleet range from 38' to 104' long, and from 7 tons to 90 tons capacity. The 104 ft. *Angelus*, owned by Dee, Incorporated, Morgan City, has three engines and three propellers. Ice compartments on many of the trawlers are insulated, and one vessel, the *Luxury Liner*, boasts a freezer compartment with packaging facilities aboard. In the other trawlers 30 to 35 tons of ice is the usual capacity, and the vessels

(Continued on page 42)



Twin City Fishermen's Co-operative staff at Morgan City, La., including from left to right: W. I. Cope, office manager; John W. Lewis, president and general manager; W. T. Landis, Jr., who works in the Co-op net shop; and LeRoy Guillory, Sr., foreman of the net shop.



## Rhode Island to Map Quahaug Supply in Narragansett Bay

The State Department of Agriculture and Conservation and the Fish & Wildlife Service recently agreed upon a cooperative project to map the quahaug supply on the bottom of Narragansett Bay. The State will furnish a skipper and technician for the Fish & Wildlife boat *Phalarope*, and the agency will allow the State the free use of the craft.

The *Phalarope*, which will be based at the State Fish & Game Division dock in Wickford, has been working in Greenwich Bay for several months, mapping the quahaug supply there. The Narragansett Bay survey will cover polluted as well as clean waters.

### To Dredge Point Judith Harbor Area

Dredging of channels in Point Judith Harbor and Point Judith Pond to clear shoals caused by recent hurricanes will begin before the end of the year, according to the Army Corps of Engineers. This project will clear the 15-ft. harbor entrance channel, the 10-ft. anchorage area and the six-ft. channel up the pond.

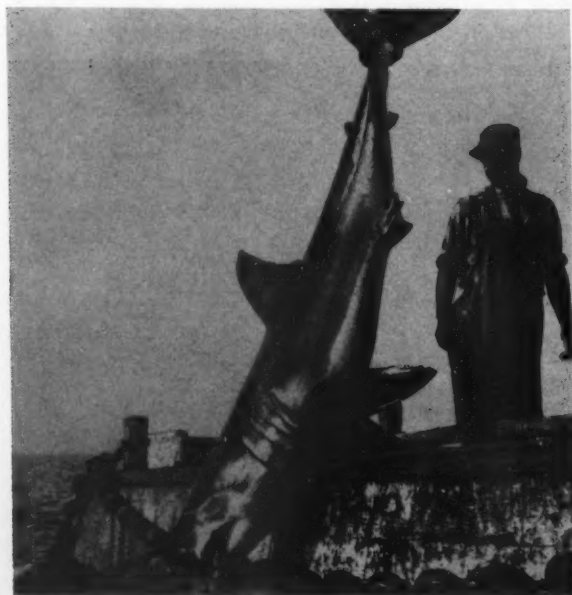
### Stagnant Water Causes Scallop Deaths

Studies have disclosed that a great number of young scallops in the Point Judith Pond area have died because of stagnant water. According to Councilman George W. Boutilier of Narragansett, a delegation of members of the Great Island Improvement Assoc. have arranged a meeting with Governor Roberts to discuss the situation.

If the State follows its original plan to break across Great Island causeway with a bridge causing an adequate change of water with the tides, the problem would appear to be solved.

### Wickford Harbor Improvements Sought

A move to obtain major improvements in Wickford Harbor has been undertaken, and it is hoped a survey can be made next Spring. Congressman John E. Fogarty headed a party of State and Federal officials and local persons recently on an inspection tour of the area.



Seven foot maneater shark being hauled out of Clark traps at Jeru-salem, Rhode Island.

Improvements being sought are extensive dredging in North and South Coves, building up the existing harbor breakwaters constructed in 1949 but which now are several feet under water in a flood tide, and dredging the outer harbor behind the breakwater and main channels leading to and through both coves.

The quahaug and pogie fleets are using this harbor more and more, and it is hoped that funds for this project will be available by April or May.

## Maryland Oyster Season Off to Good Start

Maryland is in a preferred position as regards oysters this season. It is reported that no other State on the Atlantic seems to have as good prospects, and in most oyster producing States the yield is expected to be small.

In the Holland Straits area which was opened to tongers on October 10, more than 100 boats were on the grounds, and the yield was in excess of 2100 bushels. The largest previous production reported on opening day there was about 1400 bushels.

In Fishing Bay the tongers were doing well, just as they were on almost all tonging grounds. The average prices have been running from \$2.50 to \$3.25 per bushel, with a \$4.00 per bushel high for some extra good stock.

In Pocomoke Sound screw borers have done quite a bit of damage, but tongers are able to take from 10 to 15 bushels per day in that area.

The prospects for dredging, which opened November 1, were said to be good also. In a few areas tested oysters were of good size and in fairly good condition.

A number of oystermen were still crabbing up to the end of last month, and found crabs in abundant supply. After the first cold spell most of them will have turned to oystering, and production is expected to improve still more.

By November 1 there was a heavy demand for Selects, and Thanksgiving orders already were beginning to come in. Oysters are about the highest in price this year that they have been in several years, and the demand is good, especially from buyers in States where oysters production is off this year.

Increased Maryland production is attributed to the oyster propagation program; the strict enforcement of oyster regulations; and heavy seeding and planting of oyster shells to give baby oysters something to grow on.

### Crabmeat Tariff Will not Be Lowered

Senator John M. Butler of Maryland disclosed recently that the United States will not lower the tariff on imported canned and frozen crabmeat this year. Thus the Maryland crabmeat industry will be protected against foreign competition for at least another year.

### Fisheries Commission Asks More Funds

The Tidewater Fisheries Commission has asked for a 34 percent increase in operating funds for the fiscal year 1957. Chairman John P. Tawes said \$200,400 of the requested budget of \$1,350,850 is earmarked for the oyster propagation program—to plant more than three million bushels of shells for baby oysters to grow on and to sow 350,000 bushels of seed oysters. Also included is \$70,000 for the purchase of two new patrol boats.

### Menhaden Boat "Northumberland" Sinks

The menhaden boat *Northumberland*, owned by the Fish Products Co. of Lewes, Del., sprang a leak last month and sank with 600,000 fish. In spite of three pumps working to clear the water, the boat went down within thirty minutes. All 22 members of the crew were saved, including Capt. Herbert Davis, Jr.

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Capt. T. O. Hudgins of Pamlico, N. C., co-owner and skipper of the new 68' Hatteras Trawler "Miss Muse", at the wheel of his craft. At right is Capt. John R. Alexander, U.S.N. (Ret.), the new general manager of Morehead City (N.C.) Shipbuilding Corp., who constructed the trawler, which is powered with a 6-110 General Motors Diesel.

## "Miss Muse" Is Second 68' Hatteras Trawler For Same Owners

THE Muse-Hudgins family of Pamlico, North Carolina, is making fast progress towards the accumulation of a fleet of Hatteras Trawlers. Capt. C. M. Muse, fisherman of many years' experience, took delivery of the 68' *Miss Pamlico* from the builder, Morehead City (N. C.) Shipbuilding Corp., earlier this year. The vessel was the largest and most powerful of the many boats Capt. Muse has owned. He put his son-in-law, Capt. T. O. Hudgins, in charge as skipper, and his son, Carlton Muse, went aboard as a member of the crew. They started fishing off Florida in the late Winter.

Now Capt. Muse, Sr. and Capt. Hudgins have taken delivery of another 68' Hatteras Trawler, the *Miss Muse*, which went into service this Fall off Florida under command of Capt. Hudgins. Carlton Muse was made skipper of the *Miss Pamlico*.

The *Miss Muse* has several modifications as compared to the regular 68' Hatteras Trawler. The deckhouse on the craft was built according to Capt. Hudgins' special order, and is approximately 22" wider than that on the *Miss Pamlico* and most other 68' Hatteras Trawlers. But that is by no means all the difference. The galley is located just aft of the wheelhouse, and the Captain's quarters are aft of the galley. The galley itself is one of the largest ever seen on a trawler of this size, being 9½' across and 10' deep. It includes a built-in table large enough for six people to eat on at one time, and also is big enough to accommodate a large-size chart. The Captain's quarters, which contain two bunks, are 6' x 9½'.

The *Miss Muse* is powered with a 6-110 General Motors Diesel, with a 4½:1 reduction gear and 52" x 40" Columbian 4-blade propeller. She is equipped with 1500-watt Onan generating set and four Surrette batteries, each of 8 volts. On deck is a standard Hathaway hoist, and below there is a Jabsco pump with clutch and one without clutch. Wheelhouse equipment includes Raytheon Cadet "Fathometer" depth sounder.

### Name Capt. Alexander as General Manager

Capt. John R. Alexander, U.S.N. (Ret.), has taken over as general manager of the Morehead City (N. C.) Shipbuilding Corp. His appointment, effective October 1, was announced by R. C. Kirchofer, president of the firm.

Capt. Alexander joined the Morehead City shipyard in the Fall of 1954 as consulting engineer. As general man-

ager he succeeds George K. Hammes, who will retain a connection with the shipyard as general consultant.

A mechanical engineering graduate of Texas A. and M., Capt. Alexander also graduated from the Condensed Naval Marine Engineering Course at the U. S. Naval Academy and the Submarine School at New London, Conn. He has had a record of distinguished service with the Navy during two World Wars.

## Gulf States Commission Wants Sardine-like Fishes Studied

The sixth annual meeting of the Gulf States Marine Fisheries Commission, which was held at Clearwater, Florida, October 20-21, discussed the need for more information on sardine-like fishes. The group elected William J. Hendry, Okeechobee, Fla., as chairman for the ensuing year; while Donald G. Bollinger of Lockport, La., was named vice-chairman.

The Commissioners adopted a resolution requesting the Fish and Wildlife Service to furnish data on the availability and abundance of sardine-like fishes and anchovies in the offshore waters of the Gulf of Mexico adjacent to the States of Alabama, Florida, Louisiana, Mississippi and Texas, and to determine the commercial potentialities of such species with reference to human and animal consumption, and other purposes; and to find the most efficient and economical gear with which to capture these fishes.

### Want Effect of Oil Explorations Investigated

Another resolution directed to the Fish and Wildlife Service requests a program which would furnish information relative to the effect on water bottoms and aquatic life of seismographic or geophysical activities and explorations, and all development operations for gas, oil and/or other minerals.

The interstate marine fisheries group also adopted a resolution endorsing the action of the Louisiana delegation in referring to the State Attorneys General of the five Gulf States the matter of non-compliance of the United States Weather Bureau with certain features of Public Law 121, which earmarks \$96,000 for the operation of a weather station in the Gulf of Mexico.

Proposed legislation concerning Federal aid in student fisheries education was discussed at the meeting, but no action was taken by the Commission pending further study of the subject.

The next regular meeting of the Commission will be held at the Edgewater Gulf Hotel in Edgewater Park, Miss., March 15-16, 1956.





Top United States and Canadian fishery biologists at Dennysville, Maine meeting with sardine packers of both countries, said they hoped to perfect a system for making accurate long-range forecasts of Gulf of Maine herring supply, within next few years. Those shown above include Dr. Lionel Walford, chief biologist of the U. S. Fish & Wildlife Service, explaining some of his staff's research findings to: (seated, left to right) Dr. J. L. Hart, director of Canadian Atlantic Biological Station; Dr. Allan McLean, Canadian sardine canner; and (standing) Wesley Stuart, member of Canadian Parliament; and George Seybolt, president of Maine Sardine Packers Association.

## Maine Protests Closing of Coast Guard Stations

One hundred and twenty-five citizens from the Boothbay and Damariscotta area and top State officials united in a solid front, protesting the Coast Guard's proposal to close Damariscove Island Lifeboat Station, at a hearing held last month in Boothbay Harbor. Statistics on the volume of boat traffic in the area served by the station were released by Stanley R. Tupper of the Sea & Shore Fisheries Department.

According to these figures, fishermen make 65,100 trips out of Boothbay Harbor every year. The value of the fishermen's equipment in this region, including 286 motor boats, is \$1,450,000. Altogether, close to 400 fishermen work in the waters near Damariscove.

At another meeting last month, more than 150 interested fishermen, town officials and residents met at Biddeford Pool to protest closing of another Coast Guard Station—that at Fletcher's Neck. Maurice Crosbie, moderator for the meeting and spokesman for the Biddeford Pool Fishermen's Assoc., said that more than 16 lives have been saved by the quick action of the men at the Coast Guard station during the past five years.

### Lobstermen Re-elect Dyer as President

The annual convention of the Maine Lobstermen's Assoc. was held at Rockland on October 7, with 125 delegates from all sections of the coast in attendance. Leslie Dyer of Vinalhaven was re-elected president of the group which represents a membership of 1600 lobster catchers.

Other officers elected were Clarence Lunt, Cushing, secretary-treasurer; Farrell Lenfesty, Beals, first vice-president; Rodney Cushing, Cliff Island, second vice-president and A. Alan Grossman, Rockland, attorney.

An executive council was established to speak for the lobstermen in various sections of the coast. Members elected were: Justin Foss, Cape Porpoise, representing the western part of the State; Rodney Cushing, Cliff Island, the Casco Bay area; Vernon Bryant, Round Pond, Sagadahoc and Lincoln Counties; Otis Lewis, Ash Point, Knox and Waldo Counties; Warren Fernald, Islesford, Hancock

County; and Maynard Smith, Jonesport, Washington County.

### "Gill" on Another Herring Cruise

The *Theodore N. Gill*, Fish & Wildlife Service vessel, left October 3 on another herring research cruise. The capturing of adult herring on the spawning grounds is the primary purpose of the trip, for biologists are interested in learning whether there are different populations of herring present in the Gulf of Maine.

Although there has been extensive spawning along the southern and western shores of Nova Scotia this Fall, there have been few large, ripe herring taken by seiners or weirmen on the western side of the Gulf of Maine between Grand Manan and Cape Elizabeth. The *Gill* was to attempt to locate and obtain samples of any spawning schools that might be present along the western Gulf of Maine where spawning was expected to be at its peak.

The usual biological and hydrographic observations were to be made. Tows with a fine silk plankton net at two or four hour intervals enable the biologists to learn if young, newly-hatched herring larvae are present in the waters, thus indicating whether spawning and hatching have occurred.

Whenever large concentrations of herring have been located, the information is announced on 2638 kilocycles at 3 P.M.

### Sardine Packing Continues Light

Maine's sardine pack to October 15 of 1,087,952 cases was less than 40% of last year. There is a scarcity of fish suitable for canning, but the presence of large schools of fish below the four-inch size is encouraging.

### Landings for Seven Months Show Decline

During the first 7 months of 1955, landings of all fish and shellfish by Maine commercial fishermen totaled 130.2 million pounds, valued at 7.5 million dollars, compared with 154.6 million pounds, worth 8.0 million dollars during the same period of the preceding year. The decrease was primarily due to much smaller landings of herring and ocean perch this year.

Landings of fishery products in Maine during July totaled 44.9 million pounds, valued at 2.1 million dollars to the fishermen, compared with 41.0 million pounds, valued at 2.1 million dollars, during July 1954. The catch of whiting increased from 3.8 million pounds during July 1954 to 10.1 million pounds during July of this year.

While the figures for the August landings are not available, it was reported that production was fair, with lobster fishing good, ocean perch about average and herring seining poor.

### Invents Lobster Tank Alarm System

Robert H. Googins of Scarborough recently has come up with a home-made \$3.85 gadget which warns him of any pumping failure in his Pine Point lobster tanks. The apparatus consists of a coffee can with holes punched in the bottom. This is suspended from a board beneath the overflow from four lobster tanks. As long as water flows into the can, it remains weighted and the board presses on a reversible switch.

When water ceases to flow, the can drains. Board and empty can are lifted by a light tension spring. This releases the reversible switch to ring a buzzer in Googins' bedroom. Recently the alarm went off when a lobster claw plugged the overflow from the tanks.

Googins tends 100 lobster traps year-round. His four storage tanks have a total capacity of 1,500 gallons, and a fifth tank of 500 gallons is to be added.

### Quahog Propagation Work Publicized

Maine's quahog propagation work was on display last month in the magazine "Science" put out by the American Assoc. for the Advancement of Science. An article by Research Chief Robert L. Dow and biologists Dana E. Wallace of the Sea and Shore Fisheries Dept. explains "Natural Redistribution of a Quahog Population".



# 83' Steel Scallop Design with "Thermo Hold"

Plans by Rhode Island shipyard also feature exhaust-induced ventilation for engine room and "Steelfin Skeg"

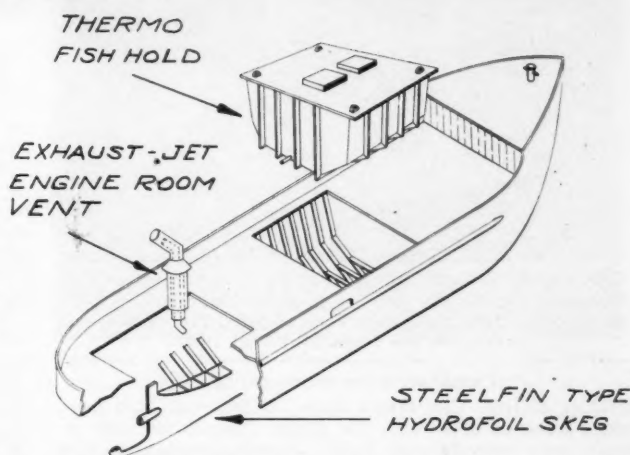
SEVERAL distinctive features are incorporated into plans developed recently by Blount Marine Corp., Warren, R. I., for an 83' steel scalloper. The first of these features is the vessel's welded steel hull. Traditionally, scallopers in this country have been built of wood. But Blount, whose firm now is completing its 28th and 29th steel vessels, is an advocate of steel because of its durability and relatively lower cost of fabrication, maintenance and repair.

The Rhode Island shipyard claims that these advantages can be enhanced by the zinc metallizing process, which is an optional feature on all Blount-built vessels. Designed to protect against corrosion, the process involves sand blasting the exterior hull and deck surfaces and then spraying with molten zinc, after which regular coats of paint may be applied. The zinc coating, which is locked to the steel surfaces by mechanical and electrolytic action, is said to lengthen the life of steel hulls much more than ordinary painting. The interior hull surfaces are coated with bitumastic compound, another standard feature of Blount-built ships, to resist corrosion.

The plans, drawn and developed by Luther H. Blount, president, and Fendall Marbury, Jr., the firm's naval architect and engineering staff chief, show a conventional scalloper with an extreme beam of 19', a midship depth of 11'4", a designed draft of 10', and an available capacity of 80,000 lbs. of fish. The design calls for use of 3/8" steel on the bottom and first strake; 5/16" steel on the upper strakes and deck; and 1/4" steel on the doublers in the way of the gallowes.

## Removable Hold

Of particular interest in the scalloper plan is what Blount refers to as a removable "Thermo Fish Hold." Built on the same principle as a picnicker's thermos bottle, the new type hold is so designed as to prevent loss



Drawing of 83' steel scalloper designed by Blount Marine Corp., Warren, R. I., showing the removable fish hold, exhaust-induced engine room ventilation system and the "Steelfin Skeg".

of insulation and the resultant increase in ice consumption, as well as to eliminate fouling caused by melting ice and fish gurry. To achieve these purposes, Blount has designed a watertight, steel hold within a hold, 17' long, 16' wide, and 8'6" deep, interior dimensions. The hold fits securely inside vessel's true hull, and is bolted to deck through an overlapping flange and watertight gasket.

The exterior sides, ends and bottom of the hold are sheathed in a 4" layer of cork, or Styrofoam secured by wooden battens. The inside of the hold and pen board stanchions are zinc metallized. A drain is provided at the after end of the hold to drain melted ice and gurry to a catch basin which can be pumped out by the bilge pump. Hatches arranged in the conventional fore-and-aft way provide access to the hold from the deck. Pad eyes set in the top of the hold at each corner are provided for lifting out the hold for cleaning ashore.

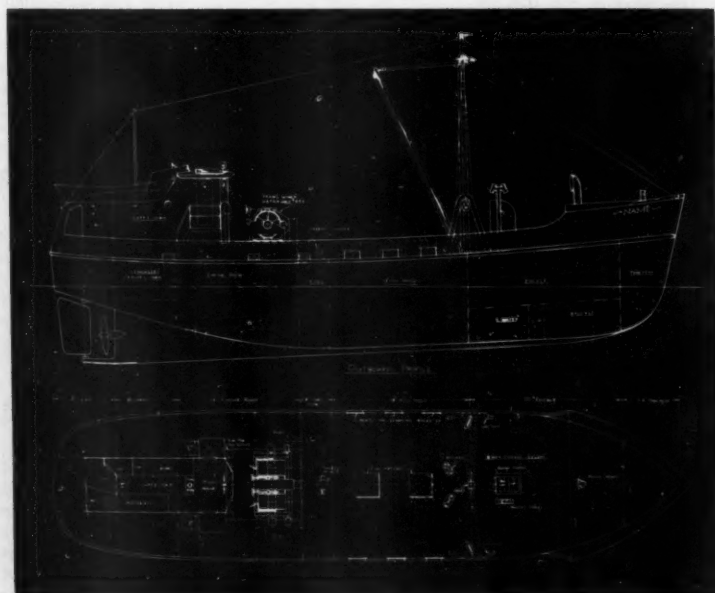
Another feature contained in the plans, which has attracted considerable attention from commercial boat operators, is an engine exhaust-induced ventilation system for the engine room. First installed on the 60' party boat *Steelfin*, launched by Blount last July, the system successfully lowers engine room temperatures to within 10 degrees of the outside air temperature.

Built on the venturi principle, the exhaust stack is enclosed in a longer, wider stack, the top of which contains an inverted cone of steel. In operation, the blast of the exhaust passing through the cone decreases the air pressure there and effectively draws heated air from the engine room up through the space between the stacks to the outside air. Intakes mounted around the bottom of the stack assembly provide the engine room with a continuous supply of cool, fresh air. Blount says the system is so effective that provision for controlling the air outflow is made to prevent excessive cooling of the engine room in cold weather.

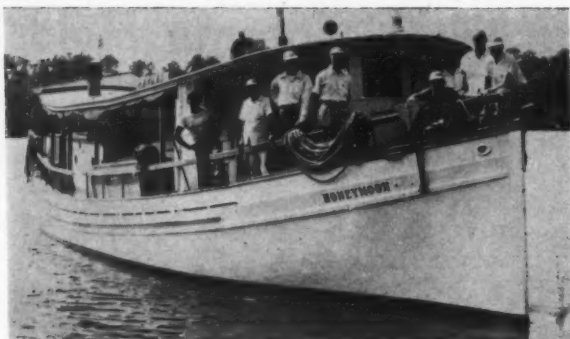
## Skeg Increases Ease of Turning

Another feature of all Blount vessels is the "Steelfin Skeg". Built in a shape that from plan view resembles an elongated tear drop, with the blunt edge forward, the skeg increases ease of turning and course-

(Continued on next page)



Outboard profile and deck arrangement plans of 83' Blount-designed steel scalloper.



Capt. Eugene Graham's 60' party fishing boat "Honeymoon" of Bayou La Batre, Ala. She sleeps 10 people, and is equipped with 70 hp. Caterpillar Diesel, four-blade Doran propeller, 75-watt RCA radiotelephone and Bendix DR-7 depth finder.

(Continued from previous page)

holding ability. The skeg's wide leading edge also provides a means of moving the engine further aft than in craft with conventional hulls, thereby permitting the engine room or hold to be lengthened.

For the remainder, Blount's plans call for conventional scalloper arrangement, with an eight-man fo'c's'le forward, Captain's, mate's and engineer's quarters in the deckhouse aft. The engine room aft is laid out to accommodate any of the popular Diesel engines between 250 and 500 hp. Space also is provided for tanks holding 6,000 gallons of fuel and 1,000 gallons of fresh water. Steel is used throughout the vessel in the mast, boom, running and standing gear; and specifications call for a Hathaway winch.

Two optional features of the Blount scalloper include thermostatically-controlled heating for the quarters, with the heating apparatus in the engine room; and all-electric galley, with electric stove, electric refrigerator, and outlets for all electrical appliances used in a modern galley. Power will be supplied through a 220-110 volt alternating current Diesel generator located in the engine room (together with a second generator for spare use), and push-button started from the galley or any station in the boat. There is a 32 volt or 110 volt DC emergency lighting system, so that the boat can be illuminated if the AC equipment is not on.

Blount estimates that with a 400 hp. Diesel engine installed, the 83' steel scalloper can be built for about \$85,000, complete except for electronic gear.



The "St. Anthony", 45' shrimper owned by V. Castorina of Galveston, Texas, and powered with 165 hp. General Motors Diesel with 40 x 28 Michigan propeller. She uses Humble fuel oil and Bethlehem wire rope.

## Texas Shrimp Landings Show Increase

In spite of two full-blown hurricanes and several severe tropical disturbances in the Gulf of Campeche and the southwest Gulf of Mexico, shrimp production along the Texas coast during the 30-day period ending October 21 exceeded that of the previous period.

With climatic conditions seriously hampering shrimping operations in the deep Gulf, many shrimp trawlers from south Texas ports shifted their operations to the north coast area and unloaded their cargoes at available adjacent ports. This was reflected in the larger landings in the Galveston and Aransas Pass districts and smaller reports from further south.

Brown grooved shrimp made up 67 percent of the total landings. White shrimp amounted to 33 percent of the catch, these coming from the Gulf and bays.

The Aransas Pass area led with landings of 1,568,400 lbs. of heads-off shrimp; Galveston-Freeport area was second with 1,534,500 lbs.; Brownsville ranked third with 1,117,800 lbs.; Port Isabel was fourth with 715,200 lbs. Total landings for the period were 5,155,730 lbs. of heads-off shrimp, as compared to 4,789,000 lbs. for the previous 30-day period.

Edible finfish production was normal, with a catch of 2,630,000 lbs. indicated. Speckled sea trout and red drum were in good supply. The red snapper catch was approximately 91,000 lbs. Black drum were beginning to show up, and golden croakers were appearing in quantities.

### Shrimp Trawler Breaks Up

The shrimp trawler *Forty Fathoms No. 12*, off course in the darkness, last month rammed the south fishing pier at Port Aransas, tearing out a 75 ft. section near the middle. Unable to free the trawler, the skipper made a bow line fast to the pier piling while awaiting the arrival of daylight and help. Heavy pounding in the surf caused the line to part, and the boat was beached on a bar where she broke up.

### Statistical Office Opens at Aransas Pass

The Fish & Wildlife Service has opened an office at Aransas Pass with Gordon R. Luce in charge. The office will assemble biological and statistical data on the Texas shrimping industry. Crew members, boat captains, fish house owners, and others associated with the industry will be interviewed in an effort to determine the actual status of the fishery and abundance of the various species of shrimp.

### "Drake" Joins Shrimp Fleet

One of the many new and reconditioned shrimp trawlers which have joined the Texas shrimping fleet for the Fall run is the 67' *Drake*, built by Diesel Engine Sales, Inc., of St. Augustine, Fla. The owners are I. D. and N. A. Hardee of Brownsville. This boat is the sixth trawler to join the Hardee fleet.

She is powered by a D342 Caterpillar Diesel driving a 4-blade, 50 x 36 propeller on 4" Tobin bronze shaft, through Snow-Nabstedt 3:1 reduction gear. Other equipment includes Gould and Marine Products Co. pumps, Onan generating set, Surrette storage batteries, and Stroudsburg 515½T hoist.

The *Drake* will be based with the Sea Garden Distributors, Inc. fleet at Brownsville.

### Fishing Boat Capsizes

The fishing boat *Empress* capsized and sank 10 miles south of Port Aransas in the Gulf in mid-October. The Port Aransas Coast Guard rescued crewman Ira T. Simons of Alabama, and recovered the body of Milton T. Felkins, another crewman aboard the boat. No trace was found of a third crewman.

## California to Study Changes In Fish Populations

A different method of solving the mystery of fluctuating fish populations in the Pacific Ocean will be tried at the new Ocean Research Laboratory at Stanford University. O. E. Sette, director, pointed out that Pacific fishermen continually receive "nasty" or "pleasant" surprises regarding their fisheries. Certain fishes may suddenly disappear, while others may just as suddenly become abundant.

The scientists believe that if they can discover any connection between the presence of fish and the climate of surrounding air and water, they may be able to predict where to find fish. The laboratory will begin work with a staff of six, and the first task will be to amass quantities of data about fisheries, weather and under-water conditions.

More than a dozen seagoing oceanographic and fishing research vessels are being operated in Eastern Pacific waters by the U. S. and Canadian Governments and by various universities. Information about Western Pacific waters will be collected from research facilities and vessels being operated there by the U. S., Australia, Japan and France.

### First Sardines Landed

The first sardines of the season were caught by Monterey boats on September 24, with an initial haul of 47 tons reported. As of October 11, a total of 3100 tons of sardines had been landed at Monterey, with most of the fish netted by boats stationed there. This time last year, 3500 tons had been landed in Southern California ports, but San Pedro boats were active then.

To date only a few San Pedro boats have reported in with catches, the cannery strike having delayed the start of the season there.

### Study Migrations of Albacore

The California Fish & Game Commission has turned up evidence that albacore migrate across the Pacific and back again. Five albacore were intercepted, tagged and released in California waters a year ago.

Two of the five were caught six months later by a commercial fisherman off Japan, and two more were hooked by Japanese fishermen in mid-Pacific. The fifth was caught in California waters almost in the same place where it had been tagged, indicating it had crossed the ocean in both directions.

### Seek Substitute for Live Tuna Bait

The Interior Department's Fish & Wildlife Service has set aside \$35,000 in the coming year to finance research on a substitute for live tuna bait. A successful bait substitute would enable West Coast boats to eliminate long trips to the coast of South America for bait fish, thus reducing expenses and lessening friction with nations who object to U. S. boats fishing off their shores.

### Eligible for Unemployment Compensation

San Pedro fishermen on 36 purse seiners were declared eligible for unemployment compensation on October 5 by the State Department of Employment. About 300 fishermen are affected.

They have been idle since August, when they voted to hold boat owners to a tuna price pact, after the boat owners took a \$40 a ton price cut from cannery. The Department ruled the action was not a strike, and that the fishermen are eligible for compensation.



From left to right: Pete Balesteri, Salvatore D'Agui and Ignacio Favaloro of Mission Fisheries at Monterey, Calif.

### Tuna Vessel Sinks

Ten crewmen of a San Pedro tuna vessel were rescued on October 18, when their boat sprang a leak and sank 13 miles off Point Vicente. The *St. Ann of the Sunset*, Capt. Robert Felando of San Pedro, was returning from Monterey after unloading tuna there. Loss was estimated at \$100,000. An attempt by the Coast Guard to tow the ship to port failed.

### New Fish Meal Plant

Representing a new industry for the area, a fish meal processing plant was slated to open at Noyo in November on property purchased by Pacific Fisheries, Inc. from Louis Cavallini and Manuel Figueiredo. Processing of a prepared fish meal food for Rocky Mountain region fur farmers was due to begin by early November. The new plant will have freezer room for 40,000 lbs. of fish waste daily.

The fish waste processed at the plant will be washed, ground into meal and packaged in 50-pound bags for quick-freezing. When in full swing, the plant is expected to process from four to seven million pounds of fish waste annually.

### Eureka Salmon Season Good

The 1955 salmon season in the Eureka area was on the whole good, according to spokesmen for local fishermen and companies. Weather was favorable and fishing remained fairly steady.

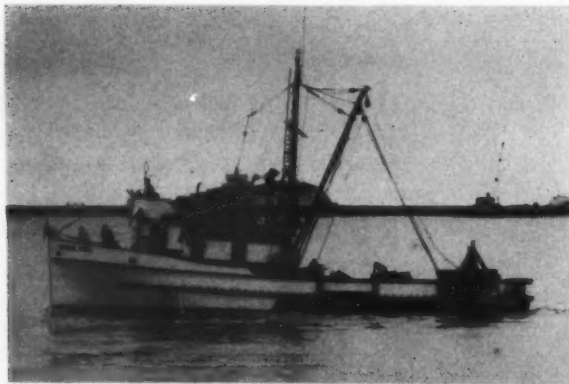
A greater amount of large salmon was caught this year, and approximately 70 local boats and 20 northern boats took part in the season. Most of the salmon were landed below the lightship and some in the Crescent City area.

### New Crab Trap Law

Crab season in District 6 and 7 will open for commercial fishermen on the same date as previous years, December 15, but will close June 30, a month earlier than usual. For the rest of the State the season dates will be November 15 through May 31.

Capt. Walter Gray of the Fish & Game office in Eureka announced that a new law affecting crab traps will go into effect at the season's opening. Each trap shall have one rigid circular opening of not less than four inches inside diameter, so constructed that the lowest portion of the opening is no lower than five inches from the top of the trap.





65' trawler "Admiral King" owned by Capt. Bernardino Pignati of San Francisco, Calif., and powered with 220 hp. Cummins engine with 3:1 reduction gear and 60 x 53 propeller. Other equipment includes 32-volt Exide batteries, Columbian rope and Raytheon "Fathometer" depth sounder.

### Crew Rescued after Vessel Sinks

Three crewmen of the *Joseph Balestrieri II*, a fishing boat operating out of Eureka, were rescued from a small island some 500 miles north of Vancouver, B. C., after their vessel sank in storm-tossed seas. The men, Capt. Rudy Cloudman, Richard Cloudman and Scott Armstrong of Cordova, Alaska, were picked up by a tugboat. They had been the object of a search since they reported their craft in danger of sinking two days earlier.

The 74-ft. boat, owned by the Joseph Balestrieri Sea Food Co., was carrying fish between Cordova and Seattle when she hit a waterlogged log. The hull was reportedly smashed.

### Sardine Population Studies Progressing

One of the fundamental problems in investigating the Pacific sardine is determining the number of fish in the population along the West Coast of the United States and Baja California. Each year independent estimates are made by various methods and then compared. One such estimate is derived from a census of the total number of sardine eggs spawned each year.

A current study by the South Pacific Fishery Investigations of the U. S. Fish and Wildlife Service on sardine fecundity specifies three questions that must be answered to determine the number of fish in a spawning population: How many eggs does each female produce per batch on the average? How many batches of eggs does each female produce, on the average, during a season? What is the ratio of males to females in the population?

The number of eggs spawned per batch has been determined for females of various sizes and ages and the sex ratio of the population is estimated each year by routine sampling methods, but the number of batches of eggs spawned by each female is unknown. Although it is a relatively simple matter to examine a fish and count the eggs present at any given time, the difficulty arises in not knowing how many times such a fish develops and spawns a batch of eggs during a season.

The present study describes incipient egg development in a third of the one-year-old and in over three-quarters of the two-year-old sardines, whereas it has been assumed in the past that only a half of the two-year-old fish were sexually mature. It is clear that more extensive study is needed to estimate accurately the portion of one- and two-year-old fish that spawn each year.

The number of batches spawned per female and the portion of younger fish that spawn can best be inferred from examination of great numbers of fish captured at regular intervals throughout the year. Such an analysis is planned for the future. Past and future population estimates based on number of eggs in the sea will be

confirmed or modified as information accrues from studying egg production and spawning in the female sardine.

### August Landings at Eureka

The Fish & Wildlife Service report for August shows a decrease in the total fish caught in Eureka that month, as compared with July. Only 1,418,100 lbs. were brought in during August, with salmon dropping off from 423,900 lbs. in July to 196,900 lbs. in August.

The top three varieties both months were Dover sole, rockfish and petrale.

### Preparing for Crab Season

Although weather conditions along the Humboldt coast from late September through mid-October generally were favorable, commercial fish deliveries were termed only fair. During October many Eureka fishermen began readying their gear for the opening of the crab season in the Bay area November 15. The season does not open in Eureka until a month later.

### Tuna Industry Hearing to Be Held

A two-day Senate Interstate and Foreign Commerce Committee hearing on the "critical nature of the West Coast tuna import situation" was scheduled to open in San Pedro on Nov. 2. Senator Warren G. Magnuson was to chairman the Committee for the probe, and was to be assisted by Senator Andrew F. Schoeppel. Representatives from the cannery industry, boat owners, union officials and individual boat owners were to testify on the situation.

Mason Case, head of the fishermen's Cooperative, said: "I intend to give a comprehensive brief on the status of sardine, mackerel, bonita and yellowtail situations." He continued: "We will ask for an equitable quota on all these fish, based on the quotas used in the past."

Governor Knight, in reply to a letter from Case, indicated he would send a representative of the California Interstate Cooperation Commission to help provide whatever information is needed.

### Vessels on the Ways

Boats hauled out during recent weeks at Gillette's Marine Ways, Fairhaven, included the *Joseph Alioto*, a dragboat owned by Consolidated Fisheries, for complete paint job and repairs; the *Three B's*, a shrimp boat owned by Arlin Parsons of Crescent City, for complete paint job and extensive repairs; the *Mary Stuart*, a long-line boat owned by Karl Engberg of Eureka, for painting; the *Eros*, Crescent City troller owned by Gene Tison, for sandblasting and recaulking; and the *Christine*, a Eureka troller belonging to G. M. Lindstrom, for a paint job.

Graham's Boat Basin and Marine Ways took in the salmon troller, *Argo*, owned by Robert Albert of Fields Landing, for repairs and a paint job, and the *Elsie S.*, a troller owned by Don Gould of Eureka, for a paint job.

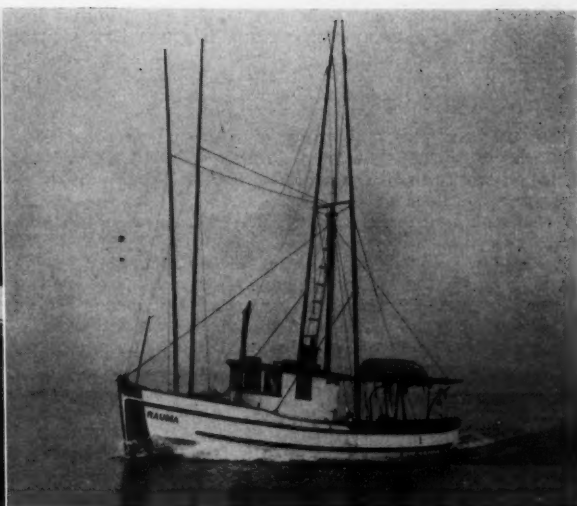
### Georgia Shrimpers Get Tax Relief

Rep. William Killian announced last month that Revenue Commissioner T. V. Williams has agreed to stop levying the State sales and use tax on equipment, materials and supplies used on boats plying coastal and ocean waters, leaving from a port in Georgia. The ruling applies primarily to shrimp vessels. Other boats already had been exempted.

Mr. Killian said previous efforts to collect the tax on some boats had worked a hardship on others. Out-of-State boats could buy in Georgia without paying the tax, while local boats had to pay the levy.



Capt. George Severns (left) of Ajlune, Wash., owner-skipper of the 40' salmon troller "Rauma", is a man of two occupations. When the fish quit biting he ties up his boat and starts up his sawmill. Both are powered by General Motors Diesels, the "Rauma" recently having been



repowered with a GM "4-51" small-boat Diesel, installed by Evans Engine and Equipment Co. of Seattle. The new engine gives the craft a top speed of over eight knots. She has a payload capacity of six tons, and is operated chiefly in waters off Ketchikan, Alaska.

## Washington Pink Salmon Catch Above Average

The Puget Sound pink salmon catch for 1955 was slightly above the average during the past 20 years, according to the Washington State Dept. of Fisheries. The catch totalled 5,250,000 fish. This was the equivalent of 387,430 cases of 48 lbs. each. The pack was valued at \$8,861,000 wholesale, of which about \$5,000,000 was paid to the fishermen.

The combined American-Canadian pink salmon catch from stocks fished in common was estimated to be at least 9,250,000, compared with a joint take of 10,000,000 fish two years ago and 8,500,000 in 1951.

The sockeye salmon catch was slightly more than 1,000,000 fish for the United States, and about 2,100,000 for the U. S. and Canada. It was the best "off-year" Fraser River cycle since 1903, with the exception of the parent year 1951 when the catch was 2,400,000.

## Favors Elimination of Alaska Fish Traps

Secretary of the Interior Douglas McKay has urged that Congress enact legislation to provide for the gradual elimination of fish traps in the waters of Alaska. In a report prepared at the request of the House Committee on Merchant Marine & Fisheries, Secretary McKay said that the Department recommended that Congress act favorably along the general lines of H.R. 242. This bill would authorize and direct the Secretary of the Interior to close down, over a five-year period, all salmon traps in the waters of Alaska.

"It is the economic arguments in favor of abolishing the traps which are decisive", states Secretary McKay. He further adds: "Traps are a form of fishing equipment which require capital outlays beyond the capacity of most individual fishermen to finance." The salmon industry, already hard hit with what appears to be a small pack, reportedly fails to understand McKay's position in urging enactment of this legislation.

For many years traps have been one of the chief methods of catching salmon in Alaskan waters. In recent years, however, the proportion of the Alaskan salmon taken with traps has been declining, largely because of the closing, through regulatory action or voluntary agreement, of some of the trap sites in order to permit larger

escapement. Salmon traps were abolished by the States of Washington and Oregon several years ago.

## Find Summer Hiding Place of Salmon

Researchers for the Fish & Wildlife Service reported in Seattle recently that they have found the Summer hiding place of salmon in the Pacific Ocean. The disclosure was made by C. E. Atkinson, chief of Pacific salmon investigations, on his return aboard the *Mitkof*, one of two vessels chartered by the Service.

The southern limit of the distribution sector follows roughly the northern fringe of the Japanese current. The project was carried out by the *Mitkof* and the *Paragon*.

## To Explore for Shrimp

Shrimp exploration off the coast of Washington will be the primary objective of a four-week cruise by the Fish & Wildlife Service vessel *John N. Cobb*, scheduled to leave Seattle on October 17. The *Cobb* will make a series of exploratory drags on the continental shelf out to 100 fathoms, with main fishing effort centered off Grays Harbor. A 20-ft. shrimp trawl and a small-mesh otter trawl will be used to obtain the full picture of bottom life in the area.

Successful explorations by California in 1950 and 1951 resulted in the establishment of a commercial shrimp fishery off northern California. The State of Oregon also carried out encouraging shrimp explorations off the Oregon coast in 1951 and 1952.

## Salmon Egg Fertilization Experiment

Washington State Fisheries Dept. scientists are quick-freezing the milt of pink salmon to fertilize eggs one year from now. The new technique, now being developed at the State's Hood Canal salmon hatchery and salt-water rearing station on Finch Creek, will be used in further attempts to start even-year pink salmon runs in Washington waters.

The scientists believe the experiment offers the possibility that the survival rate and homing instinct of imported even-year pinks can be increased by fertilization with native odd-year pinks. Pink salmon spawn only in odd years in Washington rivers.

At the present time 1,500 pink salmon, the survivors of transplanted 1953 stock from the Dungeness River, have returned to the shore-side station at Hoodsport

where they were reared in salt water and planted last year. No pink salmon run existed in Finch Creek prior to this year.

### Study Salmon Deaths at Spillways

Scientists at the University of Washington have been studying the problem of why so many salmon die in their plunge over the spillways of the Pacific Northwest dams en route to the ocean. They discovered that the height of a dam apparently isn't the major factor in the survival rate.

Through the use of a wind tunnel and models of fingerlings in various attitudes of swimming, they were able to compare results of this experiment with the speeds of live fish dropped from a 150 ft. tower. The live fish demonstrated they knew enough to spread their fins and twist their tails to increase "drag" and fall as slowly as possible.

The scientists also proved that a fish falls much slower than does water. This means that a fish would have a better chance to stay alive in a spillway plunge if it gets separated from the water and falls freely into the downstream pool.

The fisheries men have passed this data on to hydraulic engineers who will design spillway extensions which will flip the fingerlings free of the water rushing over a dam. One of these new spillway "ski slides" will be installed at Mt. Baker Dam. The 240-ft. structure on the Skagit River previously has killed 67.5 percent of the fish which took its spillway ride.

### Pacific Marine Fisheries Commission Meeting

A meeting of the Pacific Marine Fisheries Commission will be held at the Hotel Benjamin Franklin in Seattle December 5, 6, and 7. Included on the agenda are research reports and discussion on the otter trawl fishery, sablefish and troll salmon fisheries and the tuna fishery.

### Seattle Landings for October

Totalling 1,144,600 lbs., production in the Seattle otter trawl fishery during October was nearly 300,000 lbs. heavier than in the previous month, and about 50,000 lbs. more than in October, 1954. The catch was landed in 38 trips, and true cod predominated, with 223,200 lbs.

The halibut fleet brought in 910,550 lbs. of fish, which was about 450,000 lbs. less than the September catch, but 350,000 lbs. larger than the October, 1954 yield. The catch during this October included 184,700 lbs. of halibut, 52,650 lbs. rockfish and 673,200 lbs. sablefish.



The "Susan", 36' Astoria salmon troller owned by Capt. Wayne Lahti of Warrenton, Oregon. She is powered with a General Motors Diesel, and is equipped with Tubbs cordage, Mustad hooks, Kaar telephone and White SurEcho depth sounder.

## Oregon Salmon Trolling Over for Season

Stormy seas brought an end to outside troll fishing the first week in October, and most fishermen have put their salmon gear away for another year. With the opening of crabbing November 15, crabbers have been readying their gear in anticipation of a good season.

During the last few days of the current salmon season deliveries ran highest in small chinook. The price since August 10 has remained at 41¢ for large salmon, 28¢ for small and 25¢ for silversides. The split between the large and small was ten pounds at the end of the season after considerable protest by fishermen over a twelve pound split.

Although no tuna came in from off the local coast, several Newport boats brought in loads after Summer fishing off the California coast.

### Large Salmon Spawning Escapements

Spring chinook salmon spawning escapements this year into the upper McKenzie River appear to be the largest in eight years, according to a recent stream survey made by the Oregon Fish Commission.

Fish Commission biologists John I. Hodges, Chester R. Mattson and Robert W. Schoning tabulated approximately 500 adult spring salmon over a thirty-mile area of the south fork of the McKenzie during a two-day survey. The biologists classified the area covered during the survey as very good salmon spawning area.

In addition to upriver escapements, over 600,000 spring chinook salmon eggs were obtained at the egg-taking station on the McKenzie River and transported to the McKenzie River salmon hatchery for hatching and rearing.

### Tuna Plant to Resume Operations

The Astoria area received good news recently when Van Camp Seafood Co. revealed plans to reopen its tuna canning plant. The announcement was made by Bill Gillis, production manager of the Company and former manager of the Astoria operations several years ago. The Astoria plant discontinued packing in October, 1954.

The tuna plant, which will be managed now by Richard Martinson, plans to pack about 250 tons of tuna a week, employing a crew of about 200 men and women. The fish will come from Van Camp's Central and South American fishing operations to the Astoria cannery by refrigerated freighter.

### Tagged Sturgeon Recovered

A sturgeon tagged by California Dept. of Fish & Game in San Pablo Bay at the mouth of the Sacramento River in November, 1954, recently was recovered off Astoria, Oregon, in the Columbia River. This marks the first time that concrete evidence has been obtained that sturgeon migrate between the two great river systems. The fish was 49 inches long when tagged, and had grown one inch in the 10 months.

### Gillnet Fishing About Over

Columbia River gillnet fishing throughout the month of October settled down to almost nothing, with the majority of fishermen from most areas on the River discontinuing operations. The Fall season, which opened on September 10 and closes on December 1, started out in usual good style, but by the second week deliveries of fish had begun to dwindle, and an estimated half of the gillnetters left the river. Catches of 100 pounds and less were the rule during the month of October.



## Russian Participation in Pacific Fisheries Treaty Urged at Seattle Hearings

Russian participation in re-evaluating the Pacific Fisheries Pact was called for by Senator Warren G. Magnuson, chairman of the Fisheries Subcommittee of the Senate Interstate and Foreign Commerce Committee, at hearings held October 19 and 20 in Seattle, Wash. The Senator said fishing interests have testified that salmon spawned in rivers of Russia's Kamchatka Peninsula intermingle with Alaskan, Japanese and Canadian salmon in the Bering Sea and North Pacific feeding grounds. Magnuson contended it is "impossible" to obtain long-range North Pacific fisheries control and planning without participation of all nations involved.

Charges that Japanese offshore fleets are taking immature salmon and may be catching salmon from North American stocks also were aired at the hearing. Edward W. Allen, a member of the North Pacific Treaty Commission, told the Fisheries Subcommittee that the United States is on firm ground in insisting on its rights to salmon, halibut and herring fisheries.

A University of Washington scientist, Dr. Lauren K. Donaldson of the School of Fisheries, told the Subcommittee that Alaska's salmon industry can be cultivated to produce a "super harvest" if fishermen will give the streams the same care a Kansas farmer gives his fields. Salmon are being harvested without major effort to sow new crops, he said.

Dr. Donaldson called on the fishing industry to accept the methods available in the field of aquaculture, the science of water farming. These methods include selection of crops, hybridization and fertilization of the grounds.

Only one-tenth of one percent of the eggs deposited by a spawning salmon produce adult salmon that return to the fishing grounds, Dr. Donaldson commented. He explained: "The salmon deposits 4,000 eggs. Forty young salmon survive to go to sea. Four get back. Two are caught, and two survive to renew the cycle. If we increase the survival rate so that eight get back, the fisheries will be able to take three times as many salmon."

### Revision of Alaska Fisheries Law Under Way

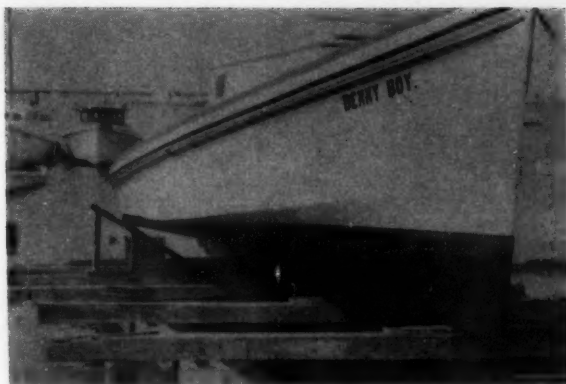
Also testifying at the hearing was Seton Thompson, Chief of Alaska Commercial Fisheries for the U. S. Fish and Wildlife Service. Thompson said a revision of the 31-year-old White Act, basic law of Alaska fisheries, was "in the works", but not yet approved by Interior Secretary Douglas McKay.

Thompson, under questioning by Senator Magnuson, acknowledged that 50 percent of all classes of salmon are not reaching spawning beds, as required by the White Act. He said protection of red salmon was the main issue when the law was enacted, and a full 50 percent escapement is being enforced as to that species.

Lowell Wakefield, president of Wakefield Fisheries of Seattle, recommended revision of the Act to give the Fish and Wildlife Service control of all species of fish caught beyond the three-mile limit and landed in any U. S. port. Wakefield, who operates a freezer ship, said he and similar operators now voluntarily comply with Federal provisions, but through a loophole in the law could evade them.

Capt. J. E. Shields and his son, Capt. Ed Shields, king crab operators, said Japanese fishermen are damaging the Bering Sea crab fishery. The Japanese are using tangle nets which make it impossible to extricate female crabs without killing them, they declared.

A parade of other witnesses, mostly representing fishermen's groups, testified that United States fisheries are plagued by various types of foreign competition. The hearings were attended by representatives of all segments of the fishing industry.



Bob Crockett's 30' x 9' tonging boat "Denny Boy" of Tangier, Va., on the Crockett Marine Railway. She is equipped with 120 hp. gasoline engine.

## Virginia Oyster Tongers Doing Well on Potomac

According to reports, oyster tonging is very good on the Potomac River this season. Fifteen Tangier boats are tonging on the oyster rocks near Colonial Beach, Va. These boats are taking from 12 to 20 bushels a day, selling them for \$3.75 and \$4.00 a bushel.

As for the deep-water rocks in Tangier Sound, nobody is dredging them yet. But in Pocomoke Sound, where tonging can be done, tongers are making some good hauls —10 to 16 bushels a day per boat.

Some Tangier fishermen have left for Smiths Island, Md., where they will get berths on boats dredging the Maryland oyster rocks. About 20 Tangier fishermen will dredge there this year.

Gilling in Tangier waters has dropped off a little. Despite this, gillers are making good profits in Cod Harbor and in waters north of Tangier Island. Most of the spot they are catching weigh almost a pound.

### May License Mechanical Clam Digging Devices

The Commission of Fisheries is considering for adoption a regulation providing for the licensing of a mechanical device to be attached to a boat for digging soft-shell clams or maninoses. The proposed license tax is \$25 for the calendar year.

### Federal Loans for Rappahannock Oystermen

Governor Stanley has announced that Federal officials have informed him that they are not able to find any legal way to make Rappahannock River oyster planters, whose oysters were severely damaged by hurricane waters, eligible for disaster relief loans under Public Law 875.

However when the Federal Civil Defense Administration received Virginia's request, it investigated the possibility of aid to the oystermen through other Federal agencies. The matter was taken up with the Small Business Administration, and it is through that agency that the oystermen now hope to get financial aid.

### Hampton Roads Area Landings

Fishermen in the Hampton Roads area made much heavier catches this October than in the same month of last year. Trawlers brought in 1,714,000 lbs., which was nearly three times as much as in October, 1954. In addition, pound nets yielded 858,000 lbs., or over double the catch last year. Trawler landings for October, 1955 were three times as heavy as those in September, but the pound net catch, reflecting a usual seasonal trend, was lower. Scup, with 1,218,300 lbs., was the variety landed in great quantity by the trawlers.



Left to right: Antone Viera, mate on the New Bedford, Mass. scallop dragger "Santa Cruz"; George Adams, skipper of the Provincetown dragger "Captain Bill"; and Capt. Manuel DeMello, owner of the "Santa Cruz".

## New Bedford Ocean Clam Plant Begins Operations

The Pocahontas Clam Co., Inc., a firm which will process ocean clams, distributing them in frozen, 5-pound packages and fresh in gallon cans, was scheduled to begin operations in New Bedford last month. It is expected the company will process about 2,500 pounds of the shellfish a day at the outset, with plans for expansion in the first year to provide employment for up to 200 men.

Owners of the new company are Paul G. Becker of Wellesley, president; Benjamin F. Cavaca of Newport, R. I., vice-president and general manager; Charles Doherty of Somerville, clerk of the board; James S. Ryan of Lynn and Attorney Frederick B. Willis of Lynn.

Arrangements have been made by Mr. Cavaca for five clam-dredging boats to land the harvest daily at the Pocahontas Wharf. Two of the boats are from Tiverton, R. I., two are from New Bedford and the fifth is from Vineyard Haven.

In explaining the process to be carried out at the new plant, Mr. Cavaca said the boats will make trips ranging from 24 hours to three days to bring in catches of the ocean clams as well as a new species known as the *cyprina islandica*.

### Recommend Decrease in Quahog Dredger License

The Shellfish Committee of the City Council last month voted unanimously to recommend to the City Council that the quahog dredger license fee be reduced from \$250 to \$15 annually. The committee also recommended that an area west and south of Butler Flats be opened to power dredgers. The higher dredger license was adopted four years ago when New Bedford was enjoying "bumper crops".

### Big Sea Scallop Catch Landed

One of the biggest scallop catches of the year was landed at the port of New Bedford October 3. Twenty-six scallopers brought in a total of 264,200 lbs. of the shellfish, which sold for \$133,100.

### Nominated as Fishermen's Union Officials

Victor J. Turpin of New Bedford, secretary-treasurer of the Atlantic Fishermen's Union, was nominated for re-

election by local union members. Nominated to the New Bedford post as port agent were Frank J. Foley and John Patten, the incumbent. Foley, John Thomassen and Robert Swain, incumbent, were nominated to the post of port delegate. Balloting is expected to take place in December.

### Dragger "Lera G." Lost at Sea

The 64-ft. dragger *Lera G.* out of New Bedford sank October 7 about 120 miles southeast of Provincetown. Members of her crew transferred to the *Austin W.* when the sinking vessel's decks were awash. Capt. Tobias Vig of New Bedford signalled vessels fishing nearby when forced to abandon ship after attempts to pump were futile.

### New Fillet Plant

The Clearwater Fish Co. has set up facilities in the former Union Street Railway Co. power station for a filleting plant. Also proposing to use the premises is Woburn Processing, Inc., for a fish dehydration plant.

The Clearwater firm, operated by Nathan Beckoff of Gloucester, will process fish for fish stick production. The plant, which occupies part of the first floor of the power station, eventually will employ 75 to 100 persons. It now processes whiting for the market.

John and James A. Ryan, operators of the Woburn company, would dehydrate trash fish for animal food production. The plant later also might can fish.

### Vessels Overhauled

Albert Griek's *Ebenezer* has had her Diesel overhauled at the Kelley yard, Fairhaven, and a like job has been done on the Diesel aboard the scalloper *Charlotte G.*, owned by Arnold Goldberg.

The *Ursula M. Norton*, owned by Ike Norton of Edgartown, has had a complete overhaul at Kelley's. Her iron and wood sheathing has been replaced and she was painted from rail to keel with International paint.

The *Mary E. D'Eon* was hauled out at Peirce & Kilburn's for iron and wood sheathing, recaulking and a complete paint job with International. She is owned by Eldon Love of Marion. Capt. Pete Jacobsen's *Christina J.* was hauled for sheathing and painting, and also the *Jacintha* owned by Correia and Sons, New Bedford.

A Wilfrid O. White 6" Constellation compass has been installed aboard Capt. Ernest Murley's dragger the *Mary Tapper*.

### "Bright Star" Repowered

Capt. Peder H. Eiesland's *Bright Star* has been repowered with a Model D397, 400 hp. Caterpillar marine engine, equipped with Twin Disc forward power take-off, 3½:1 Falk reverse gear and Ross heat exchanger. Installation was made at the Hathaway Machinery Co., Fairhaven, where the vessel also was equipped with a Hathaway flexible coupling, 5-blade Columbian propeller and a Monel shaft.

### Fishing Vessels to Aid in Coastal Defense

New Bedford fishing vessels became part of the American coastal defense system on October 15, when a submarine-aircraft warning network involving commercial craft was established. Fourteen of the fleet's largest boats will be enlisted by the Government to report immediately any submarine-aircraft activity at sea.

### Study Plan for Shellfish Propagation Area

Fairhaven Selectmen last month took under consideration a proposal made by Rudolph Gendron to establish in Nasketucket Bay an area for the propagation of either quahogs or oysters. Mr. Gendron is associated with the Fish & Wildlife Service at Woods Hole.

He suggested an area covering slightly more than 51 acres that would be marked by buoys to protect it as a private grant. It would be up to the Selectmen to indicate the fee to be charged.

## Florida Fishermen Want Higher Price for Mullet

Florida mullet fishermen met last month with a group of Florida fish dealers in a discussion concerning the price of mullet. The mullet fishermen are asking 10 cents a pound for fish on the wharf, and are at present getting from seven to eight cents a pound.

The fish dealers who sell the mullet contend that the market will not stand a higher price, but the fishermen's union will not accept this. Bob Knowlton, secretary-treasurer of the local union, said there is no apparent reason for the falling of prices.

It is understood there is a possibility that the mullet fishermen will go on strike if they do not get a higher price for their fish. About 130 members belong to the union, with headquarters at Cortez.

## Spread of Red Tide Can Be Controlled

Experts studying red tide problems agreed recently that it won't be possible to prevent outbreaks, but spread of the fish-killing organism can be halted once it starts.

Joe Bell, one of the experts assigned to the Fish & Wildlife Service laboratory at Naples, stated that sufficient quantities of copper sulphate, one of the chemicals known to curb red tide, have been stored along the Florida West Coast to enable some control of large scale outbreaks. Bell also reported that red tide organisms have been scattered along the Florida Gulf Coast, but concentrations have been small this year.

Selwyn Beim of the University of Miami marine laboratory said his organization has been able to trace the course of an outbreak of red tide for as long as a week.

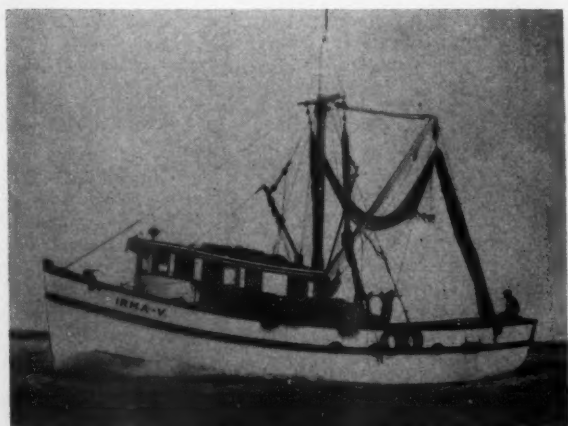
According to Dr. Albert Collier, head of the Fish & Wildlife Service Laboratory at Galveston, Texas, scientists probably will know within three years what causes the red tide to appear.

## Want Snook Removed from Commercial List

The Florida Wildlife Federation will continue efforts to have snook declared a game fish. The Federation seeks to have them taken off the commercial classification, but such a bill failed in the last Legislature.

## Pinder Heads Spiny Lobster Association

The Upper Keys Spiny Lobster Assoc. elected officers for the coming year at their annual meeting in Islamo-



The "Irma V.", 51' x 16' x 6' shrimp boat owned by Capt. Anthony Vukas of Beaufort, S. C. Her power plant is a 165 hp. General Motors Diesel, with 38 x 28 propeller, Hathaway inside stuffing box, Goodrich Cutless stern bearing, and she does 12 knots. Other equipment includes Willard batteries, Stroudsburg 3-drum hoist with Rochester towing wire and Linen Thread Co. Gold Medal nets; Northill anchor, 35-watt Apelco radiotelephone and White compass. The "Irma V." uses RPM Delo lubricating oil and International copper bottom paint.



The 65' shrimp boat "Norther" of Tampa, Fla. on the ways of Marine Repair & Supply Co. at Hookers Point. She is owned by Sahlman Seafoods of Tampa and Fernandina Beach, and has Caterpillar D337 with Columbian Bronze shaft and propeller, and Hallett Diesel generating set.

rada last month. They include W. Russell Pinder, president; William R. Albury, vice-president; Jimmy Woods, treasurer and W. G. Sawyer, secretary.

Directors are Emerson Felton, Key Largo; Bob Golenkow, Lower Matecumbe; Harry Johnson, Islamorada; Albert Thompson, Plantation Key; Frank Plax and Angus Boatwright, at large.

## Landings for July

Commercially-caught fishery products landed at Florida ports during July amounted to 7.8 million pounds. Shrimp, mullet, hard crabs, menhaden and groupers accounted for 81 percent of the month's total production.

Lee County led all other counties in volume landed, with a total of 1.4 million pounds, primarily shrimp. Hillsborough County was second with 906,000 lbs., followed by Monroe County and Franklin County.

Total landings for the seven-month period ending with July amounted to 64.9 million pounds. During this time shrimp, menhaden, mullet and hard crabs made up 76 percent of the total receipts.

## Non-Commercial Oysters Increasing in Numbers

Dr. Philip A. Butler, director of the Pensacola research laboratory, reports that spat from non-commercial oysters continues to increase in numbers in the Pensacola area from year to year, and that these non-commercial oysters now compete seriously for space with the commercial oyster. There are at least two non-commercial species of oyster to be found in the Gulf area.

## South Carolina Oystermen Are Advised Against Stripping Beds

Oystermen have been advised against taking too-quick advantage of the strong demand for South Carolina oysters, a demand which has been strengthened by hurricane-induced scarcities in other oyster-producing States. G. Robert Lunz, director of Bears Bluff Marine Laboratories on Wadmalaw Island, stated that it would be a great temptation to grab every last oyster and run to market with them, but he hopes South Carolina oystermen will see greater advantage in letting these oysters reach full size instead.

Mr. Lunz further reported that young oysters attached to clusters brought to the shucking shed should not be opened, but should be returned to the beds promptly, certainly within two days. This would produce legal-sized oysters sooner than waiting for shell to attract spat in the next spawning season, even though it is admitted that some of the young oysters would die.



## Louisiana to Collect More Shrimp Catch Statistics

Charles H. Lyles, a fishery marketing specialist with the Fish & Wildlife Service, was in Morgan City recently making arrangements for the opening of a branch statistical office. Dunbar Delaune of Morgan City will act as statistical agent for the Service, and will collect information on daily landings of shrimp by volume, size categories and area of capture for each fishing craft.

With the cooperation of shrimp fishermen, the Fish & Wildlife Service expects to be able to accumulate over a period of years sufficient data to enable experts to determine the difference between ups and downs in shrimp production occurring naturally, and those due to overfishing or other causes.

### Refuse to Fix State's Seaward Boundary

The United States Supreme Court last month turned down a Justice Department request that it fix the seaward boundary of Louisiana at three geographical miles from its shore. The action of the Court in declining to rule on the case leaves the matter in status quo.

The Justice Department had asked the Court to deny Louisiana's claim that its seaward boundary extends for three leagues, or about 10½ miles, because of "serious operating problems in the development of offshore oil reserves." The Department of Justice claimed that Congress, in 1953, did not fix Louisiana's seaward boundary, but felt that the Supreme Court would make the determination based on the boundary as it existed when Louisiana became a State, which, according to the Justice Department, was three miles from shore.

### Discuss Ways of Selling More Fish

Executives of the fishing industry attended a regional meeting of the National Fisheries Institute in New Orleans on October 7, to plan new and better ways of selling more fish. Francis Taylor of Pensacola, Fla., president of the Institute, presided. He said people are eating more fish throughout the country because of the school lunch programs and because a public relations program by the Institute is making its effects felt.

### Enjoy Week of Good Shrimping

Some 50 shrimp trawlers were in Delcambre Port, on October 3, following a week of good shrimping from Aransas Pass, Texas, to Southwest Pass in Vermillion Bay off the coast of Louisiana. The average catch was 18 barrels of shrimp of 21-25 count.

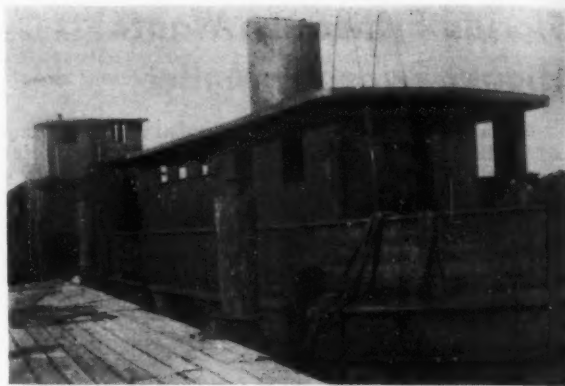
### Increased Demand for Fully Cleaned Shrimp

Greatly accelerated demand for fully-peeled and de-veined shrimp by both housewives and institutional purchasers has been reported by The Peelers Co., manufacturers of shrimp processing machinery. They pointed out that the big demand for shrimp that are bought ready-to-use is a logical outgrowth of the modern merchandising trend toward convenience foods.

The Peelers Co. began experimental work on shrimp peeling machines in 1944, but it was not until December, 1949, that the first peeler went into commercial operation. Today, some 35 lessees located along the South Atlantic and Gulf Coasts are extensive users of the machines. The firm's de-veining machines have been on the market for only a little more than one year.

### Canned Shrimp Pack Down

The shrimp pack in the Gulf of Mexico for the season through October 15 was 315,665 cases, or down 9%. The broken, small and jumbo grades continue to be in rather tight supply, while the production of medium and large continue at a near normal rate.



Stern view of 134' menhaden boat being built for George Wallace of Morehead City, N. C., at the Patterson Shipyard in Patterson, La. She will be powered by two General Motors Diesels, arranged in tandem.

## Massachusetts Favors Standard Type Dragger for Tuna Study

Governor Herter's labor-management committee to promote the Massachusetts fishing industry recently criticized before Washington officials of the Fish & Wildlife Service the type of vessel being employed in this year's New England tuna fishing project.

The committee stated that unless the vessel is of a type customarily used in the New England area, the findings would be of little local value. They recommended that the California method of pole fishing for tuna be tried again next year in local waters, but with a conventional East Coast type dragger.

Francis W. Sargent, chairman of the committee, stated that the group praised other phases of the Federal exploratory fishing program, particularly the deep-water trawling project.

### Research Vessels on Joint Cruise

The *Albatross III* and *Delaware* left Boston on October 13 for a joint 16-day cruise to the Georges Bank area to determine the escapement of haddock through nylon and cotton cod ends; to determine the effect of use on mesh sizes of nylon and cotton ends; and to study the reason for the increased efficiencies of large-meshed trawls.

On a previous trip, the *Delaware* successfully froze 100,000 pounds of top-quality groundfish aboard. The fish were quick-frozen in-the-round and stored at the rate at which they were caught. The freezing experiment was part of an economic study of freezing fish at sea.

### Short Lobsters Planted

More than 500 pounds of small lobsters were planted recently in Barnstable County waters by the patrol boat *Pintail* of the Dept. of Natural Resources' Law Enforcement Division. The "plant" will benefit fishermen in the Spring, when the lobsters are expected to reach the legal minimum size.

### "Albatross" Experiments with Bottom Samplers

The Fish & Wildlife Service vessel *Albatross III* returned to Woods Hole on October 5 from a cruise to experiment with six types of bottom samplers: Van Veen dredge, Petersen dredge, rocker-type quahog dredge, mud-type quahog dredge, Digby scallop drags and meter nets.

The operations were carried on South of Martha's Vineyard in water of 25 and 37 fathoms, with a total of 75 bottom samples being taken. Mahogany quahogs were common in the area 15 miles SSE of No Man's Land.

## Great Lakes Fishermen Making Good Perch, Herring Catches

In the Green Bay area, both herring and lake perch were showing up in abundance in nets, and boats from Escanaba, Gladstone, Cedar River, Menominee, Marinette, Green Bay, Sturgeon Bay and other Wisconsin ports were lifting good commercial quantities of lake herring, perch and carp, among other varieties.

Along the western coast of Lake Michigan producers were landing good herring and perch yields. But the best catches of lake perch were being taken along the upper eastern shore of the lake and in the Straits of Mackinac area. Muskegon, Mich. fleets were primarily taking perch and chub. Chicago, Ill., netters were doing fairly well on perch and chub, also.

On Saginaw Bay in Lake Huron, yellow perch were on the run, and good catches were taken. In southern parts of Lake Huron, fair quantities of pike were taken, while somewhat better catches of several varieties were reportedly netted in northern areas of Lake Huron.

Michigan and Ohio fishermen operating on Lake Erie were getting good quantities of Lake Erie perch, blue pike and white bass. Ashtabula, Ohio fishermen were finding good yields, as were the Erie, Pa. and Dunkirk, N. Y. producers. An improvement appeared to be showing in production of blue pike this season, with numerous catches of them comparable with takes during the good cycle years on Lake Erie.

In November, the lake trout season re-opened with the closing of the season for whitefish during spawning period in Lake Superior. Whitefish takes from nets during October were fair but not impressive.

In the Cornucopia and Bayfield, Wis. area herring producers were reportedly getting substantial yields, as were the Portage Entry commercial fishermen. Major number of the fishing tugs in this area appeared to be fishing out of Chassel, Mich., but boats from Ontonagon, Eagle Harbor, Copper Harbor, Hancock and Houghton were getting good herring takes.

Marquette, Munising and Grand Marais, Mich., producers were getting only light catches of whitefish in nets, while in the Whitefish Bay area, Brimely fishermen were harvesting fair to good yields of herring.

### Restocking Program Being Studied

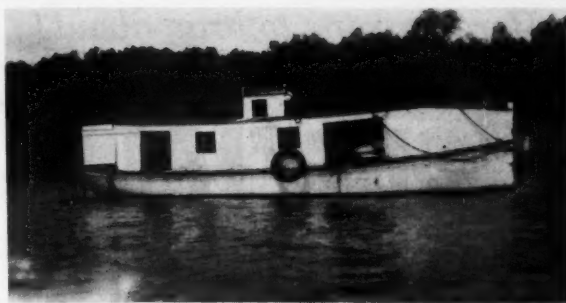
A Canadian lawmaker has proposed that the United States and Canada agree to restock the Great Lakes for commercial fishing. Representatives Clements of Decker-ville, chairman of a Michigan legislative committee studying the Great Lakes fishing problem, said that J. W. Murphy, member of the Canadian Parliament, would outline the plan at a meeting of the committee in Traverse City, Mich.

Canada now has three hatcheries in operation supplying fish to the Great Lakes. Clements said that the committee undoubtedly would recommend opening of three Michigan hatcheries shut down some time ago.

### Find New Lamprey Weapon

It recently was reported that the Fish & Wildlife Service may have uncovered a new lethal weapon in its battle against the parasitic sea lamprey. The weapon is a poison to be used in streams for killing young lampreys. It is known that the Service long has been engaged in a hunt for such a poison. Experiments along these lines have been conducted at the down-State Hammond Bay laboratories under the direction of Dr. Vernon Applegate.

Biggest difficulty has been in discovering a chemical compound which would prove lethal to larval lampreys, but would be harmless to other species in the streams. The fishing administrator reported that such a chemical now has been discovered, and that the Service is attempting to negotiate for its production by a chemical company.



33' fishing tug "Manitou", owned by Louis Peterson of Bayfield, Wis., and powered with a 50 hp. Kermath engine which gives her a speed of 8 mph.

If the larval poisoning technique proves effective, streams would have to be treated with the chemical once every five years, the length of time the lamprey eggs and young remain in the streams before moving into the lakes. Inasmuch as there are about 200 streams in Michigan suitable for lamprey spawning, 40 streams would have to be treated with the chemical each year, or all 200 would have to be treated once every five years.

### Lake Trout Spawn to Be Collected

The Michigan Conservation Department's fisheries men again are making preparations for the collection of lake trout spawn. The eggs will be collected from Lake Superior fishermen as was done in the past. Last year 320 quarts of spawn were gathered, and 600,000 fish reached size for restocking in Lake Superior.

### Closed Season Dates

Lake trout fishing will be prohibited in Lake Superior October 5 to November 4, in keeping with a long-standing policy. The fishing also will be prohibited in Lake Huron October 1-31 and in Lake Michigan Oct. 10-Nov. 15.

Whitefish will be protected Nov. 1-Dec. 1 in Lake Huron; Nov. 1-26 in Lake Superior; Nov. 5-Dec. 10 in Lake Michigan and Dec. 1-March 10 in Lake Erie.

This year there will be no closed season on chubs. Last year, chub fishing was prohibited November 1-26, but the law was changed this year to permit fishermen to harvest an expected high population.

### Seek to Eliminate Industrial Pollution

Scientific fish tasters of the Dow Chemical Co., Midland, Mich., are playing a role in the Company's \$1,000,000-a-year waste disposal control job, helping to keep pollution out of the Saginaw Bay area. The program, going on since 1937, covers all manner of scientific investigation and examination.

In the manufacturing process, chemical wastes are dumped into the river, and the Company's constant effort is to reduce these wastes to prevent them from harming man, fish and animals. The fish taken from Saginaw Bay, which is fed by the Tittsabee River, are kept in laboratory tanks and fed with solutions of chemicals suspected of affecting the taste of the fish.

After two weeks the fish are served to a panel of tasters in the Company cafeteria. A couple of fish known to be good are included in the meal so the tasters won't know whether they have a polluted fish. When a compound is isolated as responsible for a bad taste, the source is sought and the situation corrected by treating the compound so that its taste won't affect fish.

### Fish Sorting Device for Hatcheries

The Michigan Conservation Dept. is developing a time and labor saving mechanical fish sorter for use in Michigan's fish hatcheries. The proposed device works like a

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## **ROEBLING**

Subsidiary of The Colorado Fuel and Iron Corporation

sieve or a potato grader to sort fish by size classes. M. J. DeBoer, in charge of hatchery operations, said the chore often takes a full crew two weeks a year at each hatchery. He believes the new sorter may cut this to two days.

Separation keeps big trout from eating their brothers, assures all fish an even break for food and makes possible Spring and Summer plantings of uniform size classes. Fish workers will be able to take the grader right into a hatchery pond for quick separation.

## **FAO Seeks to Increase Catch**

(Continued from page 13)

they benefit by meeting and discussing together their work and problems."

Since the Technical Assistance Program started, fishery experts have been assigned by FAO for duty in the following countries: Brazil, Burma, Ceylon, Chile, Colombia, Costa Rica, Caracao, Dominica, Ecuador, Egypt, Finland, Guatemala, Haiti, Honduras, India, Indonesia, Iran, Iraq, Israel, Korea, Liberia, Libya, Mexico, Pakistan, Panama, Paraguay, Saudi Arabia, Somalia, Syria, Thailand, Turkey and Yugoslavia. Since 1951, the FAO Fisheries Division has completed about 50 assistance projects, but there is an increasing number to tackle. During 1955 the Division has been asked to supply upwards of 70 experts to carry out different assignments.

### **Publish Reports on Research Work**

Meanwhile the FAO Fisheries Division has been at work in the fields of fishery biology, technology and economics. The Regular Program covers such work as collecting, analyzing, collating and publishing information on fishery biology, technology and economics. In the course of this work FAO publishes a quarterly, the *FAO Fisheries Bulletin*, which is of interest to fishery specialists everywhere, the *World Fisheries Abstracts*, a bi-monthly review of the world's technical literature on fisheries, and the *FAO Yearbook of Fishery Statistics*, which presents world figures on fish production, fishing craft and International fish trade.

The Fisheries Division also publishes studies covering all branches of fisheries. One Regular Program activity of outstanding value is a survey of the world's aquatic resources, a task which will take some years to complete.

In 1953, FAO held the first International Fishing Boat Congress, with sessions in Paris, France, and Miami, Fla. This Congress was attended by Naval Architects, boat builders, engine and equipment manufacturers, insurance underwriters, boat owners and other interested people from all parts of the world. As a result of the Congress a 650-page book, "Fishing Boats of the World", has been published, based on the papers presented and the discussions which took place. The Congress was so successful that FAO is planning to hold another, probably in 1957.

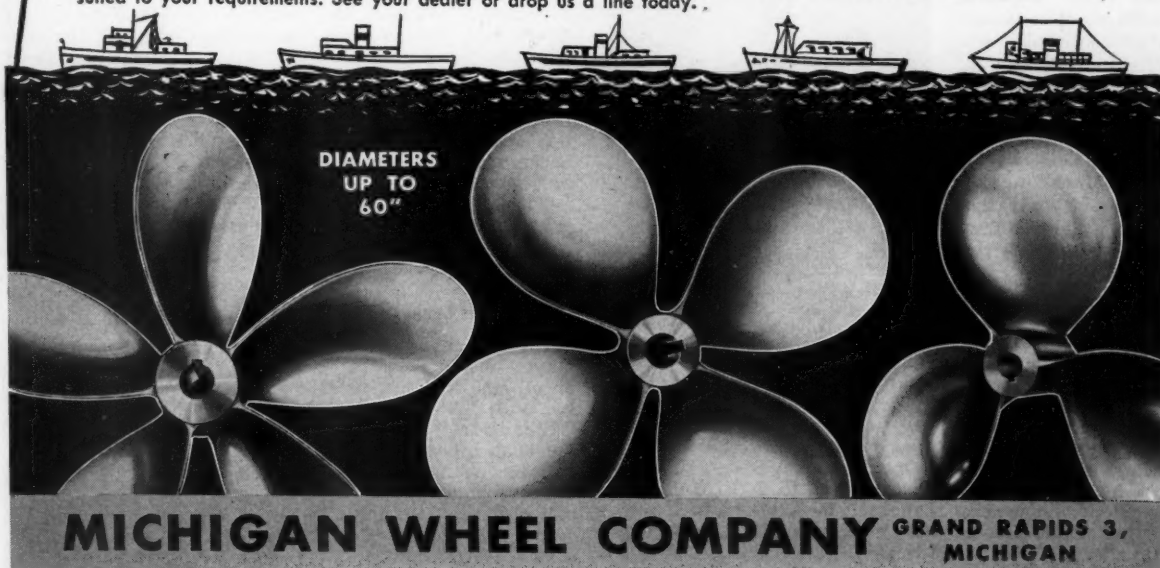
In summarizing the position of FAO's Fisheries Division as it is today, Dr. Finn stated: "In some ways 10 years may seem a long time, but in relation to our task it is insignificant. We have made quite a lot of progress, but it is only a beginning. Ours is a constantly expanding job and, as it gathers momentum, so does it increase in size and scope.

"There is no doubt," concluded Dr. Finn, "that fish production will go up. The better boats, gear, equipment and techniques now coming into use will insure that. The discovery of new resources will help increase the yield, so will such new developments as transplantation. Factors such as these, allied to the interest nations are now showing in the spoils of the sea and in the need to control their exploitation, all favor a great increase in fish production and consumption in the years ahead."



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## Provincetown Urged to Keep Shellfish Flats Closed

Results of a survey of the shellfish flats in Provincetown and the recommendation that they be kept closed at least until the Fall of 1956, were announced at an open meeting on October 17 of the Provincetown Selectmen.

Town Manager Thomas M. Libby said that the office of Francis Sargent, State Fisheries Director, had made a survey and recommended that the flats remain closed. Mr. Libby said the survey showed an abundance of small quahogs and few clams, and suggested the flats remain closed. He added that to open them now would do away with what has been gained by a year's closing of the area.

### Bourne Shellfish Yield Better than Expected

Shellfish officer Bertram Wright reported last month that the shellfish harvest in Bourne has been better than was anticipated. The heaviest catches were reported at Hen Cove in Pocasset and at Buttermilk Bay in Buzzards Bay. Mr. Wright also said commercial prices on shellfish had increased from 80 to 90 cents.

More than 600 persons were shellfishing from shore along Back River, Squeatague Bay and Buttermilk Bay during the first weekend the season opened.

### Edgartown Scallop Season Opens

Edgartown Selectmen last month voted to open the commercial scallop season on November 1, and to close Edgartown Great Pond to commercial clamming on that date, effective until further notice. The fishermen voted to ask the Selectmen to draw up the same general scalloping rules in use last year.

At Wellfleet the Selectmen, at the request of a majority of the town's shellfishermen, voted on October 13 to

defer the opening of the scallop season in Wellfleet Harbor at least until November 1.

The opening date depends to a large extent on the price and demand. The present season's scallops are said to be much larger than in prior years locally, and there is probably a smaller quantity of adult scallops this year than in the last 10 years.

### Take Large Scallops Near Monomoy

While on their daily scalloping trips near Inward Point on Monomoy, Fred Powell and Benjamin Eldredge boated some extra large scallops. Several measured 3½ inches in diameter, weighed 3¾ ounces, and had eyes weighing 1 1/16 ounces.

### Protest Proposed Coast Guard Station Closings

Rear Admiral Henry C. Perkins of the 1st Coast Guard District presided in Chilmark on October 21 at a public meeting to hear protests from Federal, State, county and town officials regarding the proposed discontinuance of the Gay Head Lifeboat Station at Menemsha. The gathering of about 50 persons heard Joseph C. Allen of Vineyard Haven sound the keynote for the opposition, stressing the Vineyard's dependence on the installation for assistance to fishing vessels in island waters.

Orleans Selectmen have sent a letter to the Commandant of the Coast Guard in Washington in reference to the proposed closing of the Coast Guard Station at Nauset.

### Harvesting Oysters at South Dennis

More than 75 bushels of oysters have been taken from the High Bank Road section at South Dennis since the oyster season opened on October 1. Three hundred bushels were planted there early this year.

The scallop season started on October 15, with a weekly limit of one bushel per family. Six hundred and ninety-four shellfish licenses have been taken out during the year. Of these 29 were for commercial fishing.

# EQUIPMENT and SUPPLY NEWS

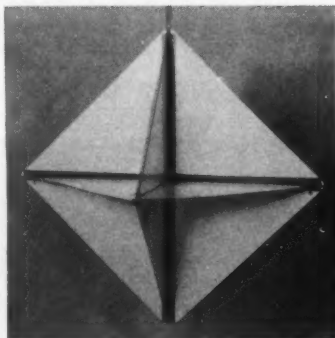
## Raytheon Introduces New Radar Target

A new radar target that helps prevent big-ship collisions with small boats and enables disabled vessels to be easily located by radar has been announced by Raytheon Manufacturing Co., Equipment Marketing Division, Waltham, Mass. Extensive testing in sea trials has shown that the radar target reflects an intensified signal to radar-equipped vessels or aircraft and definitely increases the range in any direction.

The low-cost, compact Raytheon radar target is stowed in an 18 x 1/2-inch carton, and may be set up in less than one minute. The radar target can be readily attached to a halyard, mast, oar, deckhouse or any other part of boat.

Raytheon's Equipment Operations have been subjected to a major reorganization, according to D. R. Hull, vice-president and general manager. In order to facilitate a further expansion of the Waltham, Mass., electronics firm's commercial product activities as well as its many military projects, two new integrated organizations have been established: one responsible for commercial equipment and the other for Government equipment. Each will have its own engineering and development facilities.

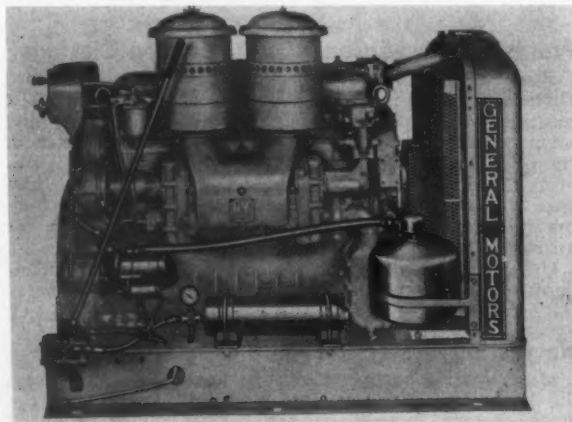
Two new positions created by the change have been filled by John H. Beedle as manager of commercial equipment, and Gordon H. Humphrey as manager of Government equipment.



New Raytheon radar target.

## GM Develops Hydraulic Starter for Diesels

A new hydraulic starting system for Diesel engines, which assures split-second starting even under adverse weather conditions, has been developed by General Motors Corp. The unit has been tested in the field for some



General Motors new hydraulic starting system superimposed in position on a GM Detroit Diesel. Parts shown (left to right) are: manual pump, starter motor, pressure gauge, factory-sealed pressure accumulator and oil reservoir. Accumulator cylinder, hand pump and oil reservoir can be positioned either on or off engine.

time, and is now available for installation on new GM Detroit Diesel engines at the factory or on others already in operation.

Called the General Motors Hydrostarter, the new system eliminates many replacement and maintenance costs common to conventional starters. Its efficiency is not affected by temperature, humidity or altitude. In zero temperatures, for instance, the unit attains cranking speed almost instantly. At the press of a lever, gas pressure built up behind a piston in a factory-sealed accumulator cylinder forces oil through a hydraulic starting motor. When the engine starts, an engine-driven pump forces the oil back into the cylinder, re-compressing the gas and the unit is thus automatically recharged for the next start.

The initial charge is accomplished by means of a hand pump. The unit is then self-sustaining, but the hand pump is available for recharging the cylinder if it should become necessary.

## Oliver Offers New 35 hp. Outboard

Top outboard in the Oliver line for 1956 is an all-new 35 hp. motor with Tilt-A-Matic "Glide-Ride" adjustment, an inboard control for changing the vertical angle of the motor at any running speed. The Oliver 35 also features electric starting as standard equipment, with 12-volt battery furnished without cost to buyers; and poppet valves, which are claimed to result in quiet operation, greater efficiency and horsepower. A ventilated cowling lets air in and out to provide another safety factor.



New 35 hp. Oliver outboard.

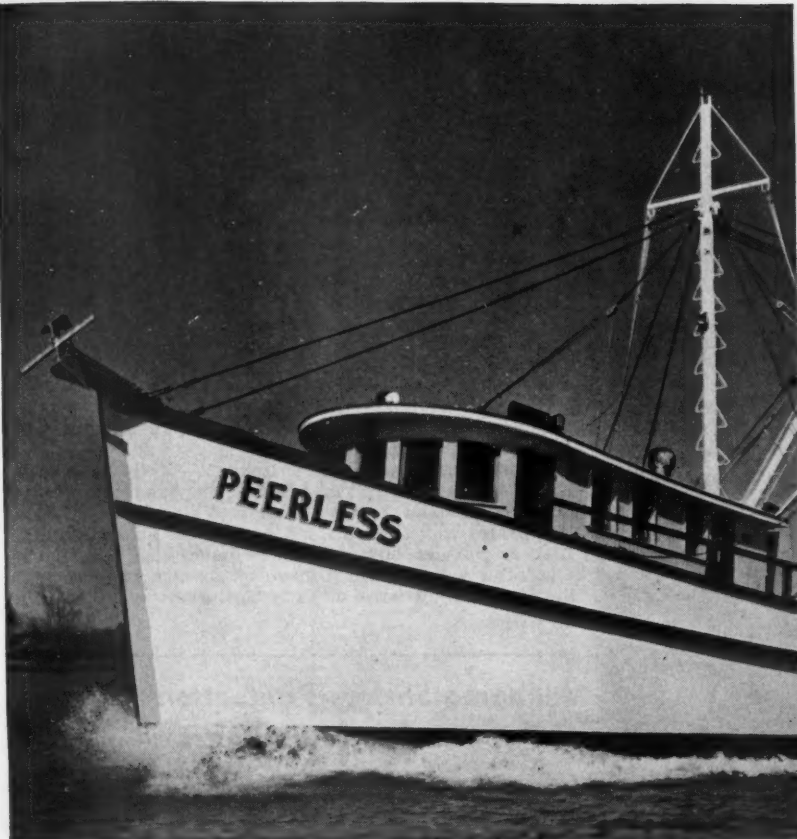
Vibra-Free rubber shear mountings at six vital points, intake silencing and underwater exhaust, combine to deaden noise. Dura-Drive, Oliver's new lower unit, has fewer moving parts, which results in less vibration.

Finger-tip motor controls are new in 1956 Oliver outboards. Called the "tip-a-lever" control system, it includes a push-type, flood-proof choke and carburetor adjustment. Oliver's aircraft type ignition, with Bendix Scintilla magneto, is designed for quick starting. The new hot spark ignition system is completely waterproof.

Besides the 35 hp. motor, the Oliver line also includes a 15 hp. motor with Synchro-Matic remote controls and intake silencers. Through use of both ball and roller bearings for specific functions, maximum engine performance and stability is achieved. A completely redesigned cantilever type starter is positive acting on the 15 hp. model.

The Company's 5 1/2 hp. motor has Vibra-Free suspension, finger-tip throttle control, Tilt-A-Matic "Glide-Ride" adjustment, and an improved magneto. Lighter weight—less than 50 pounds—is achieved principally through the new Dura-Drive lower unit. Other features include Safe-T-Shift, a special spring-loaded shift lever which eliminates gear clash.

All 1956 Oliver outboards have neutral, forward and reverse gearshifts; Tenda-Matic fuel tanks; semi-needleless propellers; optional power unit extensions; Twist-Grip throttles; even-flo impeller type water pumps; underwater exhausts; and vise-action transom grips.



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**PEERLESS** is the 200th vessel built by Conrad Industries, Morgan City, La. This new, 38-ton shrimp is 75' long, 20' in beam, and draws 7½'.

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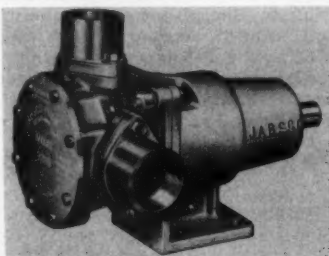
### Wilfrid White Elects New Officers

Wilfrid O. White & Sons, Inc. of Boston, Mass., manufacturers of navigational equipment, have elected W. Gordon White as president, succeeding his father, the late Wilfrid O. White, who was the founder of the company. Robert E. White was elected executive vice-president and treasurer.

### Jabsco Offers New Marine Pump

Jabsco Pump Co., 2031 North Lincoln, Burbank, Calif., has announced the production release of their latest marine bronze construction pump, designated as Model 3200-01, with 2" ports, for foot mount installations in the marine field. This pump model is equipped with mechanical shaft seal, ball bearings, sealed and lubricated for long life, and combines the outstanding features applicable to Jabsco pumps, such as self-priming at all speeds with dry suction lift approaching 15'; one moving pumping part, a neoprene impeller; compactness, and servicing without removing the pump from installation.

The new Jabsco pump is designed to operate up to 1450 rpm., delivering 120 gpm. against a 10 foot head, with a maximum of 65 psi. (160 foot head). The overall measurements are 9¾" x 15¼" x 6¾" high, and the pump weighs approximately 57½ lbs.



New Jabsco marine pump.

### Chrysler Opens Houston Regional Office

A completely-staffed regional office has been established in Houston, Texas, to assist in the sale of Chrysler marine engines. Location of the office is 713 Prudential Building, which is at 1110 Holcomb in Houston.

D. D. Chene, former sales representative for the Southwest area, has been named regional manager of the new office. Officials said that the office would better serve the needs of Chrysler marine engine dealers.



D. D. Chene

### Geddes, Cassou to Represent Northill

Appointment of R. P. Geddes, Jr. and James G. Cassou as factory and sales representatives for the Northill Co., Los Angeles manufacturer of lightweight anchors, has been announced. Geddes formerly was national sales manager for the Bendix Aviation Corporation's Marine Division in North Hollywood, Calif., and had been associated with that organization for the past ten years. Since 1953 he had operated his own business as distributor for Bendix marine products in Southern California.

Cassou had been factory representative for the True Temper Co. of Cleveland, hardware manufacturers, in their tackle division. Prior to that he was manufacturer's representative for McCune-Merrifield, in the business of selling marine and tackle products.



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4. ☐ 61 H.P. SEA-JEEP  
(Kit Boat Power)
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These rugged little Kermaths are only a small part of the extensive Kermath line—5 to 580 H.P., Gasoline or Diesel

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<input type="checkbox"/> SEA-ROVER.....	130 H.P.	6
<input type="checkbox"/> SEA-ROVER (Spec.)...	145 H.P.	6
<input type="checkbox"/> SEA-MATE (Spec.)...	160 H.P.	6
<input type="checkbox"/> SEA-FARER.....	225 H.P.	6
<input type="checkbox"/> SEA-RAIDER.....	280 H.P.	6
<input type="checkbox"/> SEA-RAIDER.....	580 H.P.	12

### DIESEL

<input type="checkbox"/> 2-127.....	27 H.P.	2
<input type="checkbox"/> 4-226.....	60 H.P.	4
<input type="checkbox"/> 6-298.....	75 H.P.	6
<input type="checkbox"/> 6-529.....	130 H.P.	6
<input type="checkbox"/> 6-935.....	250 H.P.	6
<input type="checkbox"/> HYDROJET.....	61 H.P.	4

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## Personnel Changes in Exide Sales Dept.

Evans Taylor, former Philadelphia branch sales engineer, has been named manager—sales engineering of Exide Industrial Division of The Electric Storage Battery Co. He succeeds E. J. Fitzmaurice, Jr., who has been appointed Boston branch sales manager.



E. J. Fitzmaurice, Jr.

First employed by the Company in 1936 as a laboratory assistant, Taylor later spent five years as a submarine battery division field representative. During 1942 and 1943 he was on loan for a U. S. Army Air Force overseas project involving maintenance, repair and overhaul facilities for aircraft batteries.

Fitzmaurice, who replaces John W. Kelly in Boston, leaves the general offices to supervise sales and service of Exide batteries in Massachusetts, Maine, Vermont, New Hampshire and Eastern Connecticut. He joined Exide in 1941 as a sales engineer in Philadelphia, and shortly thereafter was granted a leave of absence to serve with the U. S. Navy as a civilian consultant on submarine batteries.

## Alabama Shrimp Production Shows Substantial Increase

Alabama commercial fishermen landed a total of 1.7 million pounds of fish and shellfish during July. This was an increase of 16 percent compared with the 1.5 million pounds of fishery products brought in during the corresponding month of 1954. Shrimp, with 1.2 million pounds, led all other species in volume landed, and accounted for 70 percent of the total July receipts. Compared with July of last year, shrimp receipts were up 21 percent.

Hard crabs were in second place, with 252,000 pounds, followed by mullet, with nearly 149,000 pounds, and red snapper, 36,000 pounds. These three species, together with shrimp, accounted for 96 percent of the month's total production. Compared with the same month of last year, the July 1955 catch of hard crabs was up 129 percent, but receipts of mullet and red snapper showed declines of 21 percent and 64 percent respectively.

Production of all fish and shellfish at Alabama ports for the first seven months of 1955 amounted to 8.1 million pounds. Shellfish species made up 75 percent of this total, with finfish accounting for the remaining 25 percent. During the above period, shrimp, with 3.5 million pounds, led all species, followed by oysters, 1.3 million pounds of meats, hard crabs, 1.3 million pounds, mullet, 880,000 pounds, and red snapper, 730,000 pounds.

## New Snapper Schooner for Star Company

A new 75' x 20' snapper schooner is being built for Star Fish and Oyster Co., Mobile, by Covacevich Co. of Biloxi, Miss. She will replace the S. Gonzales which was lost, along with one crewman, in May. The new boat will be powered by a 165 hp. General Motors Diesel, and the Company hopes to have it in operation by Christmas.

## Appointed to Head Sea Foods Division

Appointment of B. B. Larrimore of Robertsdale as chief of the State Conservation Department's Sea Foods Division was announced in Montgomery on October 11 by Conservation Director W. H. Drinkard. Larrimore succeeds Sidney Landry who had been acting chief since June 15 when John Rockwell resigned to enter private business. The Division's headquarters are at Bayou La Batre.

# BOAT CATCHES

For Month of October

Hailing fares. Figure after name indicates number of trips.

## GLOUCESTER, MASS.

Admiral (2)	187,000	Maria Immaculata (9)	76,000
American Eagle (6)	158,500	Maris Stella (1)	160,000
Anna Guarino (8)	43,500	Mary (10)	52,500
Anna Maria (1)	14,000	Mary Ann (8)	133,500
Ann & Marie (5)	5,500	Mary E. (8)	7,000
Annie (7)	24,000	Mary Jane (1)	150,000
Annie & Josie (8)	20,000	Mary Maria (1)	5,000
Anthony & Josephine (11)	88,500	Mary Rose (1)	165,000
		Minkette I (4)	4,000
Blue Water (1)	2,500	Morning Star (1)	1,000
Bonaventure (1)	28,000	Mother Ann (2)	480,000
Carlansul (5)	8,500	Nancy & Maria (12)	54,000
Carlo & Vince (6)	66,000	Natale III (7)	241,500
Catherine B. (2)	57,000	No More (7)	6,500
Chanco (2)	97,000	North Sea (1)	130,000
Cigar Joe (3)	31,000		
Clipper (2)	305,000	Ocean Life (1)	360,000
Columbia (2)	350,000	Ocean Spray (3)	191,000
Curlew (1)	160,000	Our Lady of Fatima (1)	220,000
Dawn (12)	54,000	Peggy Belle (4)	3,500
Dolphin (3)	210,000	Phyllis A. (1)	3,000
Dragnet (2)	115,000	Pilgrim (1)	15,000
		Pioneer (10)	24,500
Eddie & Lulu M. (9)	24,000	P. K. Hunt (3)	250,500
Eleanor May (4)	7,000	Ponce De Leon (8)	12,000
Emily H. Brown (2)	425,000	Priscilla (6)	7,500
Estrela (1)	205,000	Prosperity (4)	7,500
Etta K. (3)	8,500		
Eva M. Martin (4)	4,000	Rodman Swift (6)	20,000
Eva II (13)	43,500	Rose & Lucy (6)	189,500
		Rosemarie (1)	17,000
Falcon (12)	100,500	Ruth E. (1)	500
Figueira Da Foz (1)	115,000		
Florence & Lee (2)	370,000	St. Anna Maria (6)	93,000
Flow (1)	25,000	St. Anthony (1)	11,000
Frances R. (10)	137,000	St. Cabrini (3)	28,500
Frankie & Jeanne (6)	5,500	St. Francis (11)	93,500
		St. John (7)	20,000
Gertrude E. (6)	6,500	St. Joseph (2)	13,500
Giacoma (9)	19,500	St. Mary (13)	122,000
Golden Eagle (1)	130,000	St. Nicholas (1)	99,000
		St. Peter (7)	70,000
Hilda Garston (1)	175,000	St. Providenza (9)	64,000
Holy Family (1)	170,000	St. Rosalie (5)	142,000
Holy Name (6)	93,000	St. Stephen (5)	13,000
		St. Terese (5)	102,200
Immaculate Conception (6)	92,000	Salvatore & Grace (7)	278,000
Irma Virginia (7)	22,500	Santa Lucia (7)	24,500
		Sea Queen (1)	46,000
Jackson & Arthur (9)	49,000	Sebastiana C. (6)	172,000
Jennie & Lucia (1)	7,000	Serafina N. (7)	158,000
Joseph & Lucia (1)	123,000	Serafina II (6)	56,100
Josie II (6)	51,500	Stella Maris (1)	130,000
Judith Lee Rose (2)	655,000	Sunlight (2)	325,000
Kingfisher (2)	440,000	Tina B. (1)	95,000
		Tipsey Parson (11)	17,000
Lady of Good Voyage (2)	95,000	Trimembral (6)	17,500
Lady of the Rosary (2)	13,000		
Linda B. (8)	26,000	Veronica N. (8)	21,000
Little Flower (10)	93,000	Victoria (8)	9,000
Little Joe (8)	68,000	Villanova (1)	245,000
Lone Ranger (1)	1,000	Vincie N. (3)	49,000
		Virginia Ann (9)	91,000
Madonna Di Siracusa (10)	16,500		
Maine (1)	250,000	We Three (2)	8,000
Malolo (3)	34,000	White Owl (10)	47,500
Manuel P. Domingoes (1)	16,500	Whitstone (3)	153,000
Margaret Marie (11)	76,500	Wild Duck (1)	15,000
Margie L. (9)	22,500		

## Scallop Landings (Lbs.)

Abram H. (1)	11,000	Francis L. MacPherson (1)	11,000
B. Estelle Burke (2)	20,000	Michael F. Densmore (1)	11,000

## WOODS HOLE, MASS.

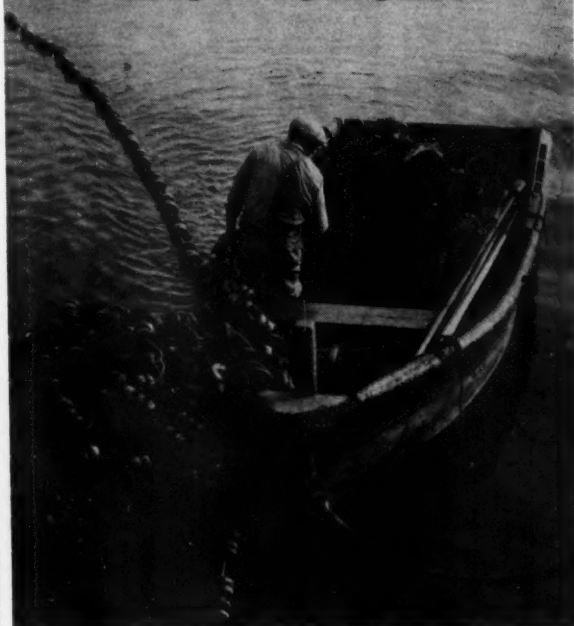
Bluefin (2)	4,500	Madeline (3)	21,000
Cap'n Bill II (2)	50,100	Morning Star (2)	3,900
Dauntless (4)	50,400	Priscilla V. (3)	47,700
David & James (1)	3,400	Reliance (2)	4,800
Driftwood (1)	2,200	Roann (1)	20,000
Elva L. Beale (1)	4,700	Ruth & Nancy (2)	16,800
Eugene H. (2)	47,300	Southern Cross (2)	8,700
Judy Sue (1)	400	Viking (2)	2,500

## Swordfish Landings (Lbs.)

Fairhaven (1)	2,300	Porpoise (1)	2,800
Josephine & Mary (1)	10,800		

Papoose (1)	5,300	Three Bells (1)	4,000
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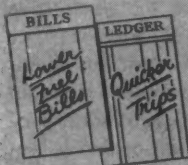


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## NEW BEDFORD

Adventurer (6)	146,100	Jorgina Silveira (2)	63,500
Annie Louise (5)	41,900	Julia DaCruz (3)	113,000
Annie M. Jackson (4)	109,500	Katie D. (3)	135,500
Arnold (4)	55,800	Kelbarsam (2)	33,500
Austin W. (2)	33,100	Lorine III (2)	62,700
Barbara M. (3)	63,500	Mary Tapper (3)	72,500
Bernice (3)	19,000	Midway (3)	128,900
Capt. Deebold (3)	47,400	Mildred & Myra (2)	45,000
Carl Henry (3)	76,100	Molly & Jane (3)	43,800
Catherine T. (1)	32,000	Nautilus (2)	73,000
Charles E. Beckman (4)	49,700	Pauline H. (3)	167,300
Christina J. (2)	51,100	Philip & G. (1)	20,000
Christine & Dan (2)	35,000	Phyllis J. (4)	54,500
Comber (4)	76,000	Roann (1)	24,000
Connie F. (3)	99,300	Roberta Ann (3)	54,000
Dauntless (1)	26,300	Rosemarie V. (2)	68,300
Diane & Janet (2)	26,000	R. W. Griffith, Jr. (1)	36,000
Driftwood (2)	14,700	St. Ann (2)	54,100
Elva & Estelle (2)	18,700	Sandra & Jean (1)	27,600
Elva L. Beal (1)	10,000	Sea King (2)	29,000
Eugene & Rose (2)	23,500	Shannon (2)	34,200
Eva L. Beal (1)	9,400	Solveig J. (4)	191,500
Evelina M. Goulart (2)	87,300	Sonya (2)	30,500
Gannet (3)	152,000	Stanley B. Butler (2)	101,500
Gertrude D. (1)	19,000	Sunbeam (3)	59,000
Gladys & Mary (2)	66,800	Susie O. Carver (4)	57,500
Growler (3)	100,700	Theresa & Jean (2)	81,300
G. W. Griffin (1)	30,000	Two Brothers (4)	26,000
Harmony (2)	63,000	Venture I (3)	93,500
Helen B. (1)	5,000	Victor Johnson (4)	52,200
Hope II (3)	118,500	Viking (3)	90,000
Huntington Sanford (4)	58,700	Whaler (2)	90,000
Invader (4)	146,000		
Ivanhoe (3)	56,500		
Jacintha (2)	106,500		

### Scallop Landings (Lbs.)

Adele K. (2)	21,800	Lauren Fay (3)	32,300
Aloha (3)	31,000	Linda & Warren (1)	2,000
Alpar (2)	13,000	Linus S. Eldridge (2)	16,800
Amelia (2)	21,700	Louis A. Thebaud (2)	20,300
Antonina (2)	7,500	Louise (2)	22,000
Babe Sears (2)	20,500	Lubenray (2)	15,000
B. & E. (2)	14,800	Malene & Marie (2)	18,500
Barbara (2)	8,300	Marjorie M. (1)	2,500
Bobby & Harvey (3)	22,000	Marmax (3)	21,500
Bright Star (1)	11,000	Martha E. Murley (2)	20,300
Camden (3)	22,000	Mary Anne (3)	31,700
Caracara (1)	11,000	Mary E. D'Eon (1)	6,000
Carol & Estelle (3)	24,200	Mary J. Hayes (2)	15,300
Carolyn & Priscilla (1)	7,000	Mary J. Landry (3)	25,300
Catherine & Mary (3)	29,800	Monte Carlo (2)	17,700
Charles S. Ashley (3)	23,500	Moonlight (2)	22,000
Dartmouth (2)	17,000	Nancy Jane (2)	19,000
Debbie Jo-Ann (2)	13,000	Nellie Pet (2)	21,600
Dorothy & Mary (3)	29,000	New Bedford (3)	20,100
Edgartown (3)	33,000	Newfoundland (3)	31,500
Eleanor & Elsie (2)	18,800	Noreen (2)	19,500
Elizabeth N. (3)	28,700	Palestine (1)	8,500
Empress (2)	16,000	Pearl Harbor (2)	20,000
Ethel C. (2)	21,700	Pelican (3)	27,500
Eunice-Lillian (3)	32,500	Porpoise (2)	20,000
Fairhaven (2)	16,000	Rush (3)	29,700
Falcon (3)	21,500	Ruth Moses (2)	19,700
Fleetwing (3)	29,500	Sea Hawk (3)	11,300
Friendship (2)	14,800	Sea Ranger (3)	32,000
Janet & Jean (2)	9,000	Smilyn (1)	9,000
Jeannie Ann (1)	8,000	Stella Maris (2)	6,000
Jerry & Jimmy (2)	22,000	Sunapee (2)	11,000
John G. Murley (2)	12,900	Ursula M. Norton (2)	22,000
Josephine & Mary (2)	18,500	Vivian Fay (3)	32,700
Kingfisher (3)	33,000	Wamsutta (1)	8,500
Laura A. (3)	30,100	William D. Eldridge (2)	22,000
		William H. Killigrew (2)	15,500

## PORTLAND, ME.

Agnes & Elizabeth (3)	205,000	Lawrence Scola (3)	26,500
Alice M. Doughty II (4)	177,000	Lawson (1)	54,000
Andarte (3)	220,000	Mabel Susan (2)	97,000
Courier (2)	80,000	Medan (1)	300,000
Dorothy & Betty II (2)	98,000	Ocean Life (1)	325,000
Elin B. (1)	52,000	Resolute (1)	85,000
Elinor & Jean (4)	167,400	St. George (2)	330,000
Ethelina (3)	158,000	Theresa R. (2)	130,000
Flo (2)	137,000	Vandal (3)	199,600
Gulf Stream (1)	200,000	Wawenock (2)	495,000
Kennebec (4)	174,000	Winthrop (2)	345,000

### Scallop Landings (Lbs.)

Mary & Julia (2)	22,000	Silver Bay (1)	11,000
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The bigger the catch, the better the profits.  
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## BOSTON

Acme (5)	42,600	Mary & Joan (2)	101,600
Addie Mae (3)	32,100	Mary Rose (2)	110,500
Agatha (2)	75,300	M. C. Ballard (2)	122,800
Agatha & Patricia (4)	124,400	Michael G. (1)	5,100
Alphonso (1)	3,000	Michigan (3)	320,200
Angie & Florence (3)	47,200	Morning Star (3)	99,800
Annie & Lucy (3)	24,100	Mother Frances (3)	76,900
Arlington (2)	208,200	Nancy B. (3)	74,400
Baby Rose (3)	178,100	New Star (3)	170,000
Bay (3)	247,000	Notre Dame (3)	143,400
Bonnie (3)	329,900	Ocean Clipper (3)	130,800
Bonnie Billow (1)	47,500	Ocean Wave (4)	121,100
Bonnie Breaker (3)	187,300	Ohio (2)	183,800
Bonnie Breeze (3)	245,200	Olympia (2)	65,800
Brighton (3)	232,400	Olympia La Rosa (3)	111,300
Buzz & Billy (3)	142,500	Pam Ann (3)	193,400
Cambridge (1)	89,000	Patty Jean (2)	205,000
Carmela Maria (4)	48,500	Phantom (2)	168,200
Cigar Joe (1)	21,700	Pilgrim (3)	144,800
Comet (2)	145,500	Puritan (4)	134,300
Dolphin (1)	16,200	Racer (2)	201,300
Doris F. Amoro (2)	63,400	Raymonde (1)	73,600
Eagle (4)	169,700	Red Jacket (3)	230,700
Edith L. Boudreau (3)	126,800	Roma (2)	9,200
Elizabeth B. (2)	143,200	Rosa B. (3)	315,000
Flying Cloud (3)	340,500	Rosalie D. Morse (2)	133,300
Four (2)	97,500	Rosie (6)	57,000
Gerardine & Phyllis (1)	51,400	Rush (3)	220,100
Jane B. (3)	190,000	St. Anthony (2)	97,900
J. B. Junior (3)	247,300	St. Joseph (2)	73,500
J. B. Junior II (5)	30,400	St. Victoria (4)	126,200
Jennie & Lucia (2)	58,200	Sant' Antonio II (3)	32,400
Joe D'Ambrosio (3)	9,400	Santa Maria (5)	120,400
Josephine F. (5)	51,500	Santa Rita (3)	32,900
Josephine P. II (2)	70,900	Santa Rita II (2)	27,500
Killarney (1)	43,200	Savoia (2)	19,700
Lady of Good Voyage (1)	37,700	Star of the Sea (1)	31,600
Lady of the Rosary (1)	36,400	Swallow (3)	238,500
Leonard & Nancy (4)	158,900	Texas (3)	214,400
Luckme (1)	5,000	Thomas D. (4)	152,800
Magellan (5)	120,100	Vagabond (2)	76,500
Malolo (1)	54,000	Villanova (3)	112,000
Manuel F. Roderick (3)	156,100	Wild Duck (1)	47,300
Mary & Jennie (1)	5,100	Winchester (3)	310,300
		Wisconsin (2)	201,300

## STONINGTON, CONN.

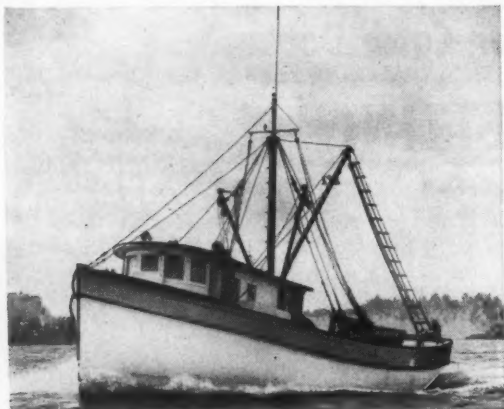
America (2)	800	Lt. Thomas Minor (14)	32,100
Averio (11)	6,200	Lisboa (5)	14,200
Bette Ann (12)	12,300	Little Chief (10)	16,400
Carl J. (4)	23,100	Marise (14)	12,800
Carol & Dennis (2)	4,500	Mary H. (10)	5,400
Carolyn & Gary (12)	45,200	New England (3)	8,000
Connie M. (11)	9,300	Old Mystic (9)	27,100
Fairweather (10)	39,100	Our Gang (4)	47,800
Five Sisters (9)	20,700	Rita (5)	29,800
Irene & Walter (14)	45,200	Theresa (9)	51,300
Jane Dore (12)	10,600	William B. (14)	71,800

## NEW YORK

Resolute (1)	10,000	Tina B. (1)	52,000
Scollop Landings (Lbs.)			
Barbara (1)	6,500	Major J. (1)	1,000
Barbara & Gail (3)	19,600	Maridor (2)	17,500
Beatrice & Ida (2)	21,700	Miriam A. (3)	9,900
Carol-Jack (3)	29,800	Muskegon (2)	12,300
Catharine C. (1)	9,600	Norseman (2)	12,200
Clipper (2)	11,600	Phyllis J. (1)	11,000
David B. (1)	4,400	Richard Lance (2)	17,500
Enterprise (3)	28,200	Rosalie F. (3)	24,100
Felicia (2)	19,900	S. No. 31 (2)	15,900
Florence B. (1)	9,000		

## ROCKLAND, MAINE

Arabo (3)	255,000	John J. Nagle (2)	325,000
Crest (1)	225,000	Little Growler (2)	125,000
Dorothy & Betty II (2)	71,000	Mabel Susan (1)	17,000
Drift (1)	300,000	Squall (2)	600,000
Elin B. (3)	62,000	Storm (2)	590,000
Flo (2)	83,000	Surf (2)	460,000
Helen Mae II (3)	74,000		
Scollop Landings (Lbs.)			
Jeanne D'Arc (3)	19,000	Rhode Island (1)	2,000
Pocahontas (2)	22,000		



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## SEATTLE

### Halibut Landings

Addington (1)	16,550	Leading Lady (1)	38,000
Albatross (1)	10,200	Leviathan (2)	35,900
Angeles (1)	18,500	Lloyd (1)	19,500
Anne (2)	33,500	Maddock (2)	13,200
Arlice (1)	13,500	Merit (2)	12,500
Atlantic (1)	17,000	Mermaid (2)	31,300
Bergen (1)	17,500	Nordby (1)	15,400
Bernice (1)	17,000	Nordic (1)	22,500
Bernice R. (1)	10,000	Nova (2)	31,000
Billie Marie (1)	8,200	Orbit (2)	31,500
California (2)	33,000	Pioneer (1)	45,000
Christian S. (1)	25,000	Presho (1)	8,500
Constitution (1)	26,500	Regina (1)	18,000
Cooldge (1)	16,000	St. John II (2)	34,500
Eclipse (1)	14,000	Shirley J. (2)	21,300
Eitel S. (2)	48,000	Swift II (1)	11,500
Evening Star (1)	5,000	Sylvia (2)	60,000
Faith II (1)	12,500	Tilikum (1)	4,700
Forward (2)	14,600	Traveler (1)	14,200
Freya (2)	19,000	Trinity (1)	20,300
Hoover (1)	10,700	Yukon (1)	18,000
Inez M. (2)	17,000		

## Mississippi Menhaden Catch Shows Large Increase

Landings of commercially-caught fish and shellfish at Mississippi ports during July amounted to 32.7 million pounds, compared with 18.7 million pounds reported for the same month of last year. A 79 percent gain in menhaden landings accounted for most of the increase.

For the third month, menhaden dominated the landings in the State, accounting for 88 percent of the total. Shrimp and hard crabs followed menhaden in volume produced. The July shrimp and hard crab landings were 50 and 68 percent higher respectively than during the same month one year ago.

Total landings at Mississippi ports for the first seven months of 1955 amounted to 111.5 million pounds, compared with 58.2 million pounds for the corresponding period of last year. This was an increase of 92 percent, due mainly to increased landings of menhaden.

## Area Suitable for Oyster Plantings

A survey of the ocean bottom off Ocean Springs reveals that portions of that area are satisfactory for oyster plantings. The survey discloses that dead oyster reefs in the area still provide a bottom firm enough for new oyster beds.

## Trawler "Mary Margaret" Goes Down

The owner of the trawler *Mary Margaret* of Biloxi, its skipper and a crewman escaped drowning or injury on October 12 when the 66 ft. vessel sank in Mississippi Sound near Horn Island Light. Capt. John J. Ross, owner; Capt. Harold J. Senseney, skipper; and crewman Walter Cruse were rescued by two other fishing vessels, the *Debbie K.* of Pascagoula and the *Willie Lucile* of Bayou La Batre, Ala.

The boat sank when she struck a submerged piling a few miles off Pascagoula. The sinking occurred within minutes in 15 feet of water, and there was only time enough to radio for help.

## Fisheries Research Chiefs Transferred

Stewart Springer, formerly in charge of the Exploratory Fishing and Gear Research Program based at Pascagoula, Miss., has replaced Donald E. Powell as the Fish & Wildlife Service's Chief of Exploratory Fishing.

Mr. Powell has been transferred to Seattle, Wash., to take over duties of the Service's Exploratory Fishing Station there. Harvey Bullis has taken Mr. Springer's place at Pascagoula.

## Gloucester Has Heavy Landings Of Fish in September

September was one of the greatest fishing months in the history of Gloucester. With total landings of 35,000,000 lbs., the port has a good chance this year to better the all-time record set in 1951—259,670,850 lbs. September's landings were worth an estimated three-quarters of a million dollars to the people of Gloucester.

Of the total 35,000,000 lbs., menhaden and other trash fish walked away with the top place as far as weight is concerned. Trash fish landings were 15,122,280 lbs. Second place went to ocean perch, with a total of 11,275,000 lbs. Round whiting showed a strong gain over the two previous years, with 5,000,000 lbs.

Through September of this year, Gloucester boats had landed 214,500,000 lbs. of fish, which is 5,000,000 lbs. higher than the figure at the same date in 1951, the record year. However, this year's heavy landings are due in large part to increased production of trash fish, which is worth only half as much as most edible fish.

### Have Exceptional Menhaden Season

Capt. Joe Calomo and his crew of 15 aboard the 80-ft. seiner *Ida and Joseph* landed some ten million pounds of menhaden from the middle of June until the first of October. The crew gross-shared \$5000 per man, and the vessel gross-stocked \$135,000. Capt. Calomo owns the boat in company with Joe D'Amico and Joe Linquata, and she was built in 1940 for Capt. Joe Cottone who is now fishing out of Monterey, Calif.

A record catch of menhaden was landed at Gloucester this season—61,177,000 pounds, which is 74 percent above the previous record year of 1954. The active Gloucester fleet in pogie fishing this past Summer included the *Ida and Joseph*, *Hazel B.*, *Charlotte M.*, *Blue Waters*, *Rosie and Gracie*, *Rose Marie*, *Alden*, *Pauline M. Boland*, *Lone Ranger* and *St. Ann*.

It is estimated that from menhaden alone this season, Gloucester produced about 6,100 tons of fish meal valued at \$823,500; 815,000 gallons of oil valued at \$427,800; 3,700,000 lbs. of solubles worth \$129,500.

### Protest Proposed Coast Guard Station Closing

Fishermen, and many other people interested in safety at sea, attended a hearing at Coast Guard headquarters in Boston last month protesting the proposed closing of the Coast Guard station overlooking Sandy Bay and the waters to the east of Cape Ann. Manuel F. Lewis, business agent for the Gloucester Seafood Workers Union, sent a letter of protest which was read at the hearing. A petition signed by at least 1500 people also was submitted.

### Bertolino Building New Freezer

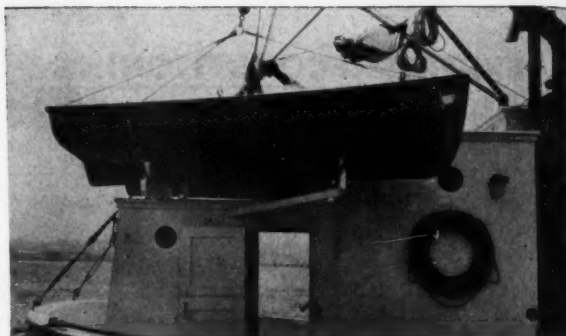
Frank Bertolino, president of Imperial Seafoods Co., Inc., is building a new freezer and holding room at the rear of his plant in Gloucester. The new freezer will be 70 x 30, of one-story cinder block construction, and is expected to hold 70 to 80,000 pounds.

The new holding room, 60 x 30, will be added to the rear of the current perch filleting plant. It will have a holding capacity of about a half million pounds. It is expected the building will be finished by the first of May, in time for the Summer whiting season.

### Port Featured on TV Show

Gloucester was selected as one of 12 cities over the country to be featured on the NBC "Wide Wide World" telecast October 16. This was a nationally-televised program over 154 stations, and was viewed by an estimated audience of 25-35 million persons.

The program showed the movement of fishing boats, unloading, initial processing of fish and activity on vessels.



## New Dragger "Edgartown" Carries Beetle Fiberglass Lifeboats For Low Upkeep, Durability

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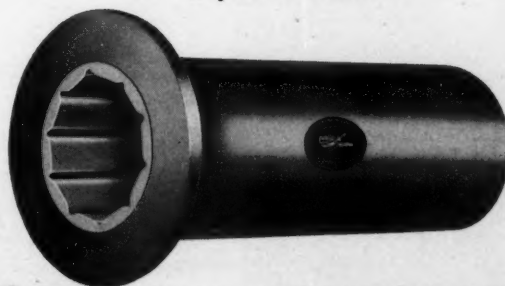
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## Twin City Co-op Has Grown

(Continued from page 17)

range as far as the Campeche Banks, some 700 miles from their home ports. The shrimpers average 25 trips annually, and each Captain uses his own judgment as to whether to unload his catch at Port Isabel or Morgan City.

Shrimp trawler equipment is bought in quantity by the Co-operative and kept at the Morgan City plant, which also has a complete net shop under the direction of LeRoy Guillory, Sr., whose 15 years of experience makes short work of attaching the netting to the steel cables. A 100' trawl may be completed in a few hours. The netting comes in rolls about 4' wide, and wooden shuttles with fishing cord are filled by his helper, W. T. Landis, Jr., who also takes a hand in attaching the nets to the cables.

Besides netting, products sold in the Co-operative supply shop include wire rope, hoists, automatic pilots, depth sounders, steel towing blocks, cordage and paints. The fleet's fuel and lube oil requirements are furnished by the "Esso" distributor at Morgan City, and by the Humble Oil distributor at Port Isabel.

### Shrimpers in Co-op Fleet

The Twin City Fishermen's Co-operative has a number of Brownsville, Texas, trawlers among its members. These include: Billy Marie and Little Poopie, Vernon Boynt; Carlette Ann, V. W. Derry; Deborah Kay and M. D. Webster, Earl Webster; Golden Star and W. J., Jr., Wallace Boudreaux; Onya Ann, A. K. Knudsen, Jr. The Esmeraldas is owned by Boudreaux and Allan of Los Fresnos, Texas.

Sixteen Port Isabel-owned shrimpers are members of the Co-op, as follows: Bon Soir, Lt. G. O. Broussard and Miss Liberty, T. B. Mock; Bob Ramsey and Uncle Sam, Jumonville Bros.; Country Boy, Country Girl and Ponce DeLeon, Theron Boynt; Enola W., Eddie Hebert; Four Sisters, Milton Boudreaux; Georgie Pine, Harold DeRick; Lloyd Jr., Boudreaux and Guillot; Mary B., Eunice Varum; Miss Louisiana, E. J. Daigle; Miss Voncille and Twin City, Alvah Galloway.

There are the following boats from Berwick and Patterson, La. in the Co-operative: Cleo Florence, Clyde Davidson; Miss Ramos, John Tringali; Riverside IV, P. T. Lemmon; Rose Mary, Donald Green; Tossup, F. C. Feltermann, Jr.; Two Lads, Steve Kovac. The Joan Dora is owned by Joe Brisco of Pawtucket, R. I.

Morgan City-owned boats which are members of the Twin City Fishermen's Co-operative Association include the following: Angelus, Dee, Incorporated; Bon Jour, Lewis and Gaudet; Chippewa II, Ernest Webster; Courageous and Lucky Strike, Lewis and Protich; Capt. Arthur and Uncle Buddy, Yonge and Webster; Dorothy Helen and Silver Slipper, Allen & Orfanello; G. I. Joe and Only Son, Willie Aucoin; Jean Frances and Tarheel, Ashley Galloway; Luxury Liner, Chris Dobard; Miss Constance, George Paul; Miss Mississippi, Anthony Protich; Miss Morgan City, Sidney Dorsey; Mary K. Toomer, Chris Hansen; Rose Marie, J. C. Orfanello; Superman, Matis Vidos.

### Processing Operations

After the shrimp are unloaded at the Morgan City plant, they are washed and de-iced in special tanks connected to a conveyor system. The shellfish are deheaded by hand by workers along the side of the tables, then thoroughly washed and passed along to a grading machine capable of sorting the shrimp into four categories according to "count". Then they go directly into attractive 5-pound, waxed white boxes with red lettering and convenient recipes. They are transferred to the freezing plant at the Morgan City Freezer and Cold Storage Inc., all in a matter of a few hours. A similar packaging plant is located at Port Isabel.

"At the present time," states Mr. Lewis, "our frozen shrimp are being shipped to New York, Boston, Providence, Washington, D. C., Philadelphia, Baltimore, Cleveland, Milwaukee and Chicago, and we are reaching out for more Middle West and Western markets."

## New Jersey Landings Show Big Gain

Landings of fish and shellfish at New Jersey ports during August totalled 59.9 million pounds, compared with 42.9 million pounds reported for the corresponding month of 1954. The gain was primarily due to a 45 percent increase in menhaden landings.

A few species showed a decline in landings—bluefish, fluke, scup, sea bass and surf clams. Croaker, a scarce food item for a number of years, appeared in some quantity, primarily in Cape May County during August, resulting in a total State catch of 177,000 lbs., compared with 30,000 lbs. during August 1954. An abundance of hard crabs in Delaware Bay resulted in almost 101,000 lbs. of this shellfish being taken during August of this year.

## Seek Navigation Improvements

A three-point program for navigation improvement was mapped at a meeting of the Inland Waterway Committee of the Greater Wildwood Chamber of Commerce last month. Goals of the group are dredging of a channel in the Inland Waterway to accommodate docking at Aster and Sweetbriar Roads in Wildwood Crest, repair of the north and south jetties at the Cold Spring Inlet, improvement of the radio beacon and foghorn at the inlet, and dredging of the Wildwood Canal from 26th and Poplar Avenues to Sunset Lake and Lake Road.

Committee members reported that at low tides, much of the channel is as shallow as two feet and that the radio beam at the Cold Spring Inlet is inadequate, especially during inclement weather. Some fishermen reported they couldn't hear the foghorn at the inlet until after they had found their way into the channel.

## Fishkills Becoming less Serious

Pollution of New Jersey waters as it affects fish and fish life has been less serious this year than in recent years, according to Dr. A. Heaton Underhill of the Dept. of Conservation and Economic Development. However, Dr. Underhill declared that this is not to minimize the fact that some serious fishkills have occurred, and that there is room for further improvement of the waters.

Among the more serious fishkills this year was a heavy mortality of herring in the Delaware River opposite Philadelphia in June, and a fishkill in the Raritan Bay in August. The Raritan Bay fishkill was attributed to the excessive silt load that these waters carried after hurricane Connie.

The decrease in fishkills is partially attributed to increased cooperation by the Fish & Game Division and Public Health Department; increased diligence of enforcement personnel; the success that the Division has had in employing its biologists to assist enforcement personnel in prosecuting pollution cases; and a continued and increased awareness that industry now has of its responsibility in keeping the waters clean.

## New York Shellfish Yield Increases Substantially

Shellfish landings at the New York City wholesale salt-water fish market totalled 2,333,400 lbs. during the first seven months of 1955, which was over twice as much as the 908,900 lbs. brought in the same period of last year. During July, the shellfish catch was 481,500 lbs., all sea scallops, and was more than double that of July, 1954.

Salt-water finfish landings at the New York market for the same seven-month period were 8,552,000 pounds, which was slightly less than in 1954. No salt-water finfish were landed during July of this year, whereas in July 1954, there were 4,000 lbs. brought in.

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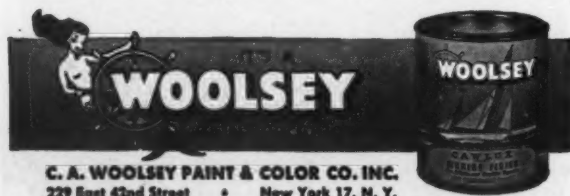
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## North Carolina Exploiting New Red Snapper Fishery

A new deep-water fishery, discovered within the past year off Morehead City, is bringing commercial fishermen fine catches of coveted red snapper. Dr. William E. Fahy, Institute of Fisheries Research, believes that North Carolina fishermen, with the proper equipment, could realize from the red snapper business an income surpassing that of shrimping. During the past four months 50,000 pounds of snappers have been taken from the new grounds.

Recognized as the pioneers in the fishery are Johnny Chivas and Stanley Salter, Morehead City; Lloyd Reed of Chincoteague, Va.; and James Devlin, New Bedford, Mass. Chivas, Reed and Devlin are operating Reed's 39-footer the *William J.*, out of Morehead City.

The best thing about the red snapper fishery is that it's a year-round operation, not seasonal like shrimp and most other fisheries. Because of the distance, the *William J.* goes out for usually two nights and a day. She has a hold which will store 4,000 pounds of fish.

The red snappers are being caught in 50-fathom waters on the edge of the Gulf Stream. They are taken by hook and line and not by nets, as the red snapper is found among rocks.

Dr. Fahy said it could not be determined how large the snapper fishery is until the exact location of the rock outcrop is determined. This could be done by a survey, but the most desirable way is to have the fishermen do it by fishing the area and keeping a record of their catches.

However, Dr. Fahy believes the vessels now being used are not suitable—they are too small and do not have enough equipment. He says a deep-draft boat is needed, one that is Diesel-powered and able to take 15-ft. waves. He believes that a converted Army T boat would be ideal, with the conversion costing between \$5,000 and \$10,000.

Two dealers in Morehead City, V. J. O'Neal and Ottis Purifoy, plan to fish three snapper boats after the shrimp season ends this Fall.

### Beach Crew Makes Big Haul

One of the biggest catches ever made with a beach seine was taken last month by Capt. Ottis Purifoy's crew on Bogue Banks. In one haul they pulled in 48,650 lbs. of spots, 50 boxes large mullet, 19 boxes of medium mullet and three boxes of speckled trout.

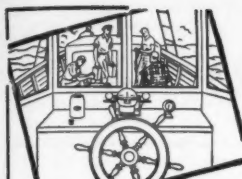
### Two Oyster Areas Opened in Pamlico Sound

Two areas for the taking of oysters commercially in Pamlico Sound waters were opened from November 1 to November 19 by Director Ben E. Douglas of the Department of Conservation and Development. Mr. Douglas opened the Back Bay area at Cedar Island in Carteret County waters for the 19-day period for tonging only. The area around Raccoon Key and Swan Island north of a line from Stumpy Point to Red Nun Buoy No. 2 at the south end of Swan Island Shoal in Hyde County waters was open for the 19-day period for dredging as well as tonging.

Decision to open the two areas was made on the recommendation of C. Gehrman Holland, State Fisheries Commissioner, and Dr. A. F. Chestnut, director of the Institute of Fisheries Research at Morehead City. A recent survey by Dr. Chestnut of the oyster-producing areas in the State's coastal waters indicated rather widespread damage was done to young oysters by the recent hurricanes.

At its Fall meeting recently in Waynesville, the State Board of Conservation and Development directed Douglas and Holland to proceed with the planting of seed oysters and shells next Spring in selected coastal waters. The Department, however, has only \$30,000 available for this work during the coming year. In 1954 and 1955, the Department expended a total of \$52,000 in planting of seed oysters and oyster shells.





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## Connecticut Has Good, But Spotty Oyster Set

The Connecticut Shell Fish Commissioners have termed the oyster set for 1955 a good one but a spotty one, as the New Haven area did not get anything. Norwalk-Westport grounds received a set, their first in several years. For the growers in the Long Island Sound area, it was considered the best set since 1944. Almost no drills were reported with this year's set.

Members of the Connecticut Shell Fish Commission, Dr. John S. Rankin, Jr., Eric T. Ball, and Bruce A. Fettig, went out on the 65' State boat *Shell Fish* October 11 to inspect Long Island Sound oyster beds. Dredges were dropped on both private and natural grounds between Milford and Seaside Park in Bridgeport and samples from each dredging were examined for age of spawned oysters, number attacked by drills, shape of spat, and quantity on beds.

On the private beds storms had washed off some planted shells so that while 50% of a haul had young oysters attached to shells, there were fewer to harvest than would have been the case if *Connie* had not struck in August. On natural oyster grounds with almost no oyster shells in the dredge bag, spat was attached to a lump of coal, kelp, rock and scallop shells.

### Seek Release of Laboratory Funds

Gov. Abraham A. Ribicoff has been urged by State Comptroller Fred R. Zeller to release \$80,000 set aside by the last session of the Connecticut General Assembly for the Marine Biological Laboratory of the University of Connecticut at Noank. Zeller said the Governor probably held up the funds because of the recent floods in the State, but he declared that the money cannot be transferred to any other account.

The \$80,000 includes \$20,000 for salaries of personnel and operating expenses and \$60,000 for establishment of the laboratory itself. According to the plan, the laboratory would develop programs of research of direct application to the area's fishing industry.

### Six Foot Sturgeon Taken

A six foot four inch sturgeon was speared recently in the Pawcatuck River on the border line between Connecticut and Rhode Island. Frank Muio, Jr., Henry Pillmear and Louis Alice of Westerly saw the fish swimming around in the waters below the dam. After killing it with spears the three men finally were able to get a rope around its tail and drag it ashore.

They called Capt. Manuel Madiera, owner and skipper of the Stonington dragger *Betty Ann*, who cut up the fish hoping to find roe to be used for caviar. However, there were only a few small eggs in the fish, and Capt. Madiera said it already had spawned.

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Conrad Industries, Morgan City, La.  
Diesel Engine Sales Inc., St. Augustine, Fla.  
Harvey F. Gamage, So. Bristol, Maine.  
Gladding-Hearn Shipbuilding Corp., 1 Riverside Ave., Somerset, Mass.  
Morehead City Shipbuilding Corp., Morehead City, N. C.  
Frank L. Sample & Son, Inc., Boothbay Harbor, Me.

#### SILENCERS

The Maxim Silencer Co., 126 Homestead Ave., Hartford 1, Conn.

#### STEERING GEAR

The Edson Corp., 141 Front St., New Bedford, Mass.

Metal Marine Pilot, 342 Golden Gate Ave., Tacoma, Wash.

Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

#### STERN BEARINGS

"Goodrich Cutless": Lucian Q. Moffitt, Inc., Akron 8, Ohio.

Byron Jackson Division, Borg-Warner Corporation, Box 2493, Terminal Annex, Los Angeles 54, Calif.

#### VALVES

Fabri-Valve Co. of America, 2100 No. Albina Ave., Portland 12, Ore.

#### V-BELTS

Flexible Steel Lacing Co., 4683 Lexington St., Chicago 44, Ill.

#### VOLTAGE REGULATORS

The Safety Car Heating & Lighting Co., Inc., Box 904, New Haven 4, Conn.

#### WINCHES

Bodine & Dill (formerly Hettinger Engine Co.), Bridgeton, N. J.

Hathaway Machinery Co., Inc., New Bedford, Mass.

New England Trawler Equipment Co., 300 Eastern Ave., Chelsea 50, Mass.

Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

#### WIRE ROPE

American Steel & Wire Division, United States Steel, Rockefeller Bldg., 614 Superior Ave., Cleveland 13, Ohio.

John A. Roebling's Sons Co., Trenton 2, N. J.

Wickwire Spencer Steel Division of The Colorado Fuel & Iron Corp., Palmer, Mass.

## FOREIGN BAILINGS

**PREFABRICATED TRAWLERS** are being built by Polish shipyards, which are using new methods to complete a fishing vessel every two weeks. The vessels are being assembled from nine prefabricated blocks (weighing between 90 and 180 tons each) into a completely welded hull. It is estimated that over 50,000 working hours are saved on each vessel by this new process.

**PORTUGUESE EXPORTERS** have organized to promote canned fish sales in United States. They are considering appointment of joint representatives in distribution centers other than New York, notably Chicago, New Orleans, and San Francisco. They also are considering possibilities of marketing their products under a joint trade name.

**PRAWN CULTIVATION** in Singapore's swampy areas has increased in recent years. At present time it is estimated that 1,200 acres of swamp ponds, or about 10 percent of available area, are used for cultivation of prawns (or shrimp). Production averages about ½ ton per acre per annum, or 600 metric tons a year. It is believed that if additional swampland is cleared, annual production could be increased to 6,000 tons.

**BRITAIN'S TRAWLERS** (distant water) landed over 25¼ million pounds more fish in first six months of this year than in same period of last year. Efficiency, or a ship's catch at sea, jumped by 14 percent, which has enabled the industry to absorb increasing costs of fuel and other commodities without increasing unit cost of production. Faster and bigger ships, and greater competition among crews has resulted in cutting time taken per voyage by a day—from 21 days last year to 20 days at present.

**NEW EGYPTIAN FREEZER** will be built with help of American capital, and will handle shrimp, spiny lobster and possibly sole fillets. Frozen products will be exported to United States.

**BRITISH FACTORY TRAWLER** *Fairtry*, after an 82-day trip, docked at Hull, England, recently with capacity load of fish. The vessel's trip consisted of 1,460,000 pounds of frozen fillets, 122 tons of fish meal, and 350 gallons of fish-liver oil.

Fishing was conducted in waters off Greenland and Newfoundland. A whaling firm of Leith, Scotland, owns the factory trawler, which is manned by a crew of 80.

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## CLASSIFIED ADVERTISING

Rates: \$1.00 per line, \$5.00 minimum charge. Count 9 words to a line. Closing date, 25th of month. National Fisherman, Goffstown, N. H.

### BOATS FOR SALE

**SPECIAL OFFERING:** Three Maine coasting schooners, completely outfitted for vacation trade and in use this season. Each vessel has staterooms for 25 people. A wonderful business opportunity. We also have one of the Big Water 22 ft. cruisers in excellent condition—price \$2,200. Also a 34' Maine lobster boat, Palmer engine with power take-off, lobster hoist, watertight cockpit—now fishing. A good buy at \$2,500. Several small sailboats, power boats and fishing boats at Fall prices. Let us know your wants—no inquiry too small. KNOX MARINE EXCHANGE, INC., CAMDEN, MAINE.

### ENGINES FOR SALE

Fully rebuilt 90 hp. and guaranteed gasoline marine engines, \$495.00. Write for bargain list. Osco Motors Corp., Philadelphia 40-AF, Penna.

### GOVERNMENT SURPLUS EQUIPMENT LIST

Buy surplus direct from Government at tremendous savings. Boats, motors, gear, machinery, power tools, truck, jeep, hundreds others. List \$1.00. Surplus Bulletin, Box 169NAE, East Hartford 8, Conn.

### DRAGGER FOR SALE

Dragger *Endeavor*, Eastern rigged, ices 45,000 lbs., length 60', beam 16'4", draft 8'6", 1879 Buda engine, Hathaway winch, Raytheon "Fathometer" depth sounder, direction finder, Loran, Ray Jefferson telephone, fully equipped. All in first class condition. Now fishing. Write "Endeavor", Barnegat Light, New Jersey.

### DRAGGER FOR SALE

45' x 14' x 5' dragger, heavily built, Gloucester 1950. Fully equipped, 6-cylinder G. M. Diesel, 165 hp., now fishing. Price arranged. See Capt. Harry Shields, 94 Pleasant St., Gloucester, Mass., for inspection.

### DRAGGER FOR SALE

Fully equipped dragger *Elin B.*, 72' x 17', double planked. Buda engine, Loran, radiotelephone. Leased Fischlupe. Address inquiries to Mrs. E. R. Seavey, P. O. Box 599, Tillson Wharf, Rockland, Maine. Tel. Rockland, Me. 1753.

### PROPELLERS FOR SALE

One, 32 x 18. Bored 2 x 3/4"—2—1/2". Hub 6—1/2". One, 30 x 18. Bored 2 x 3/4"—2—1/2". Hub 5—3/4". Atlantic Oil Co., 125-129 South Second St., Fernandina, Fla.

### "MABEL-SUSAN" FOR SALE

Boat *Mabel-Susan*, 62' over-all, Eastern rig, built Stamford, Conn. 1945. GM 6-71 Diesel, Loran, radiotelephone, rented RCA Fischlupe, iced fish capacity 43,000. Rigged for redfish or whiting. Contact John J. Billings, Deer Isle, Maine.

### ENGINE FOR SALE

Practically new Cummins HRM, 6-cylinder, 165 hp., S-N 2:1 reverse gear, T-D front power take-off, complete

## THE HARRIS COMPANY

PORTLAND, MAINE

Specializing in Fishing Boat Supplies

Marine Hardware — Dragging Equipment  
Electronics — Fuel — Groceries

### 4-71 G. M. DIESEL ENGINES

2-TO-1 REDUCTION GEARS

### 6-71 All Reduction Gears

Large stock of engines and parts, 71 series marine and industrial.

### DIESEL CORP. OF N. J.

1473-79 McCarter Highway, Newark 4, N. J.

Humbolt 2-7881

fresh water cooling system, bilge pump, hydraulic governor, 32-volt electrical equipment, mounting base rails. New engine warrantee. 3 to 1 reduction available. Cummins Diesel Engines of Conn., Inc., 37 Airport Road, Hartford, Conn.

### BOATS FOR SALE

42' Maine built, twin engine sport fishing and charter cruiser. Dual controls, flying bridge, Chrysler Crowns. Fishing chairs, etc. Fast and able. \$6,750, or close offer.

68' Eastern type round stern dragger, powered with two 6-71 G.M.'s on one shaft. Complete electronic and fishing gear. Boat must be sold. Price \$15,000 or reasonable offer.

97' long-range dragger. Large carrying capacity. All known electronic equipment, including radar and Sperry automatic steering. Bank will sacrifice vessel for \$25,000.

Other similar large vessels at low prices adaptable for scalloping or menhaden fishing. Write or phone for details and photos. Edwin B. Athearn, Marine Broker, Box 727, Woods Hole, Mass. Tel. Falmouth, Mass. 2074.

### "ELVA BEAL" FOR SALE

Boat *Elva Beal*, 52', with 165 G.M., depth sounder, Loran, telephone. Now fishing out of New Bedford. \$16,000. Call New Bedford, Mass. 49103.

### FOR SALE

10 kw., 115 volt DC, Hercules Diesel engine generators, Model DOOD, complete heat exchanger cooled, with all necessary operation meters for engine, slightly used but overhauled. 20 units in stock, \$1,000.00 each, f.o.b. Miami. Benjamin and Jay Corporation, 3618 N.W. North River Drive, Miami, Fla.

### FOR SALE

Cylinder liners for General Motors, Model 567, chrome lined, Part #8048836, \$85.00 each. Benjamin and Jay Corporation, 3618 N.W. North River Drive, Miami, Fla.

### FOR SALE

New and unused Fairbanks-Morse cylinder assemblies, complete with studs for Model 35E14 engine, cylinder size 14 x 17, Parts #CKB1C, CKB1D, CKB1E. Benjamin and Jay Corporation, 3618 N.W. North River Drive, Miami, Fla.

## WESTERBEKE FISHING GEAR CO., INC.

*Grimsby Trawls*  
*Wesco Cod-end Protectors*  
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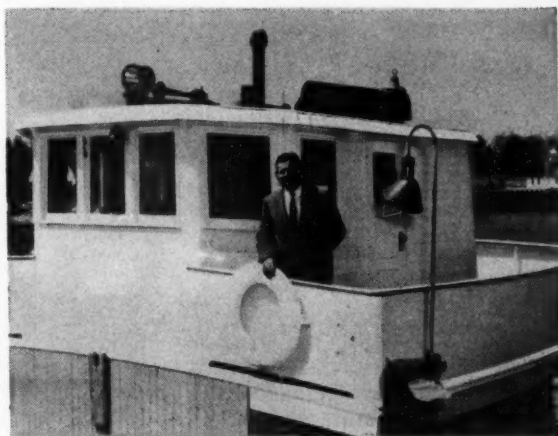
*"Our engines are cleaner,  
maintenance costs lower  
since we switched to*  
**GULFPRIDE H.D."**

says Captain Emil Usinger,  
General Manager,  
Cedar Island Oyster Co., Milford, Conn.

"SINCE we switched to Gulfpride H.D. over two years ago," says Captain Usinger, "we have made periodic inspections of the engines on our five oyster dredgers and on each occasion have found vital engine parts to be clean. Clean engines don't cause trouble, so naturally our maintenance costs are lower, too."

The ability of Gulfpride H.D. to keep engines clean and trouble-free is no accident. It is the result of extra refining by Gulf's exclusive Alchlor Process, plus the right combination of the right additives. Use it to get more fishing, less fixing.

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livered to you refinery clean through the special Micronic Filters on your Gulf Marine Dealer's pumps.

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**THE FINEST PETROLEUM PRODUCTS FOR ALL YOUR NEEDS**



GM DIESEL  
CASE HISTORY No. 155-1AFSS

**BOAT AND OWNER:** 65-foot shrimp trawler "DONNA JEAN" owned and operated by Captain Arthur Miller of Rockport, Texas.

**INSTALLATION:** General Motors "6-110" Marine Diesel swings 50" x 44" screw through 4½:1 reduction gear.

**PERFORMANCE:** "DONNA JEAN" measures 65' x 18'6" x 8', has speed of 10 knots. Built by Jackson Marine Services, Rockport, Texas, builders of "20-year trawlers." Captain Miller also operates GM Diesel-powered "TEXAS 14" trawler.



## Years of Low-Cost Trouble-Free Service sells another GM DIESEL

The General Motors Diesel-powered "TEXAS 14" had seen a lot of service when Captain Miller bought it in 1951. Yet for 3 years, the General Motors Model "6-71" 2-cycle Diesel gave him such economical, trouble-free service that Captain Miller specified GM "6-110" Diesel power for his new boat.

There are reasons aplenty for specifying a GM "6-110" Diesel in new boats or when repowering your present craft.

You'll save money because a GM "6-110" Marine Diesel lists for up to 53% less per continuous horsepower than other Marine Diesels of comparable power. It weighs as much as 61% less, frees hull space for

more pay load because it's more compact than other Marine Diesels in its range.

Fast-accelerating GM 2-cycle Diesel operation gets you out to the grounds and back into port with your catch ahead of the fleet.

General Motors Marine Distributors cover the water front with day-or-night service and genuine factory parts. Drop in on your local dealer next time you're in port—he'll show you why a GM Diesel is your best buy.

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Single Engines . . . 30 to 300 H.P. Multiple Units . . . Up to 893 H.P.

Sales, Factory-Engineered Parts and Authorized Service through distributors and dealers in all important marine locations. SEE your local Telephone Classified Directory or write, wire or phone for name of nearest Distributor.



